COPIES OF LETTERS
JANUARY TO JUNE "47

June 3, 1947

Mr. John Adair,
Route 1 Box 624,
Warrenton, Oregon.

Dear Mr. Adair:

The Port Commissioners have instructed me to ask you to attend their next meeting to discuss your proposal to rent that part of Clatsop Airport which is suitable for farming or grazing. They will want to know in some detail what your plans are for using the land and how much rent you would care to pay for it.

The next meeting will be held on Tuesday, June 10th at 7:30 p.m. in the Port office and if you are no longer interested or will be unable to attend, please let us know as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 16, 1947

Adjustment Bureau of the Portland
Association of Credit Men,
337 Pittock Block,
Portland 5, Oregon

Gentlemen:

RE: W. Rambeau

We have been advised that four forced draft ceiling steam radiators which were formerly installed in the building occupied by Rambeau Flight Service at Clatsop Airport are either installed or stored in the building occupied by Rambeau Motors in Astoria.

These radiators are government property and will have to be returned to the Airport and we would like to know how we can get into the garage building to get them.

We would like very much to have these returned this week and would appreciate it if you would advise us by return mail.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

May 16, 1947

Lewis & Clark Seed Col,
Engbretson Seed Co.,
William Larson,
Mark J. Johson,
Johnson Bros.,
J. W. Reith,
Robert Reed,
Seppa Bros.,
John H. Kaakinen.

Gentlemen:

In all probability the Port of Astoria will be in full control of Clatsop Airport within the next month to six weeks. As soon as possible, the Port will wish to enter into an agreement with some responsible party for farming those portions of the airport which are suitable for cultivation.

If you are interested in leasing this area, the commissioners would like to have you make a written proposal which they could have before them at their meeting Tuesday morning, May 27th so that they will have some basis on which to start negotiations for renting the property.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:WD

May 15, 1924

Lewis & Clark Seed Co.,
Hutchinson Seed Co.,
William Larson,
Mark J. Johnson,
Johnson Bros.,
G. W. Keith,
Robert Seed,
Seppa Bros.,
John E. Hamilton.

Gentlemen:

Until probability the Port of Astoria will be in full control of Clatsop Airport within the next month to six weeks. As soon as possible, the Port will wish to enter into an agreement with some responsible party for farming those portions of the airport which are suitable for cultivation.

If you are interested in leasing this area, the commissioners would like to have you make a written proposal which they could have before them at their meeting Tuesday morning, May 27th so that they will have some basis on which to start negotiations for renting the property.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

LCB:MB

Lewis & Clark Seed Co.,
Engbretson Seed Co.,
William Larson,
Mark J. Johnson,
Johnson Bros.
J. W. Reith,

Gentlemen:

The Port Commissioners are considering the possibility of renting for farming purposes, that portion of the Clatsop Airport which is suitable for cultivation. If you are interested, we would be pleased to have you look over the property and attend the next meeting of the commission which will be held on May 13, 1947 at 7:30 p.m.

Very truly yours,
PORT OF ASTORIA,

BY_____
Manager

JRB:wd

Lewis & Clark Seed Co.,
Hughesdean Seed Co.,
William Larson,
Mark L. Johnson,
Johnson Bros.
J. V. Keith,

Gentlemen:

The Port Commissioners are considering the possibility of renting for farming purposes, that portion of the Tuscon airport which is suitable for cultivation. If you are interested, we would be pleased to have you look over the property and attend the next meeting of the commission which will be held on May 18, 1947 at 7:30 p.m.

Very truly yours,
PORT OF ASTORIA,

BY _____
Manager

JHB:wd

January 5, 1947

Mr. Irving Allen,
City Attorney,
Seaside, Oregon

Dear Mr. Allen:

There have been some complaints as to additional parking area for the DC3's who have scheduled flights in the northwest operated by the West Coast Airlines which includes Astoria as one of their principal landings.

It is requested by the West Coast Airlines and their local manager at the airport, that an additional area be paved in order to land and pick up passengers adjacent to the parking area at the Airport.

I have secured prices from the City of Astoria in connection with the United Contractors; Mr. Jerry Hoyt whose address is Cottage Center Motel. As near as I can ascertain, this price will be about $3.65 per square yard. There will be involved about eight yards by 30 yards or 240 square yards in this as $3.60 per square yard, amounting to $864.00 for the work. We will call it 900 square yards.

I understand that you are the go-between the government and local expenditures in such improvement. The Port of Astoria will support your request for this improvement to the extent of 50% of the cost which we estimate will be one-half of $900 or $450 for our portion. I have talked with Mr. Parsons today and he advised me that you will cooperate with us in this regard. We would appreciate your cooperation and while I was not able to get you on the telephone today, I am writing you this letter in order that we may possibly hear from you in regard to same before the first of the week following.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 9, 1947

Mr. Irving C. Allen,
Allen-McClure Building,
Seaside, Oregon.

Dear Mr. Allen:

With reference to our recent conversation on improvements needed at the Astoria Clatsop Airport during the year 1947, the only thing that we feel requires improving is the repaving of the entrance roadway of which I have not yet been able to get an estimate of cost. This roadway is badly pitted and needs repairing very badly.

The only other project we would have would be, as I mentioned before, the paving of some 300 sq. yds. directly east of the control tower at the Airport which should be satisfactory with a 3-inch black top asphalt pavement. The only price I have on that is $3.60 per yard. This last item would be for parking West Coast Air Line planes and later other non-scheduled planes and charters.

I have not contacted you before on these matters as I have not had a chance to get the authority from the Commissioners of the Port as to their willingness to cooperate with Federal Funds on the 55-45% basis. We have our first regular meeting of the year on the 14th next of this month and I will advise you in regard to same if the commissioners pass a resolution entering into such an agreement.

Sincerely yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

June 11, 1947

Mr. Walter Anderson
620 Alameda Ave.
Astoria, Oregon

Dear Mr. Anderson:

Permission is hereby granted you to store on Pier 2 approximately 50 used fender piling.

This permission is granted contingent upon Pier 2 being turned back to the Port of Astoria upon the expiration of the Navy's leases.

Very truly yours,
Port of Astoria

by_____

May 16, 1947

Mr. C. E. Ash,
794 Irving Avenue,
Astoria, Oregon.

Dear Mr. Ash:

Last year you were appointed on the Port Budget Committee to serve for a two year term--one year of which is unexpired. The Commissioners have called for a meeting of the Budget Committee on Tuesday, May 27th, at 10:30 a.m., in the office of the Port and have instructed me to send you this notice.

Will you please indicate on the copy of this letter enclosed whether or not you will be able to attend.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 9, 1947

Astoria Marine Construction Co.,
Astoria, Oregon.

Attention: Mr. R. Schroeder

Gentlemen:

At a meeting of the Port Commissioners yesterday evening, the matter of sand blasting ships for the Navy at our Pier Two was discussed. The Commissioners have authorized me to advise you that they will give a release to the successful bidder for this job upon payment to the Port of sixty-five cents (65¢) per yard for all sand used.

This is five cents (5¢) more than the amount I mentioned to you but some of the Commissioners felt that there would be paint and scale from the ships which would tend to increase the amount which would have to be dredged. This same figure is being given to other firms which expect to bid for this job.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

February 19, 1947

Mr. Kay A. Baker,
6912 Carleton Avenue,
Seattle 8, Washington.

Dear Mr. Baker:

I have your letter of the 18th advising that you would like to make a formal application for the position of manager of the Astoria Airport.

The Port Commissioners have indicated that they would like to fill this position as soon as possible andiif you wish a personal interview, I would suggest that you make arrangements to come to Astoria by the first of March. The next regular meeting of the commission will be held on Tuesday, February 25th and no doubt all of the commissioners will be present at that time and you are welcome to appear before them, however if it is not possible for you to be here on that date, arrangements can be made for you to see at least some of the commissioners at any other time.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 12, 1947

Mr. Roy Baker, Agent,
S. P. & S. Ry. Co.,
Astoria, Oregon.

Dear Mr. Baker:

We need two switch points 16½' long of 85-lb. rail to replace two of the points which the Port secured from you in 1941. If your company has any of these available, we would like to buy them and you may ship them to us and bill us for their value.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

January 11, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

The Navy has turned back the warehouse buildings on Piers One and Three to the Port. We have assumed full responsibility for them and are now maintaining regular watchmen service. We believe that our insurance policies should be endorsed accordingly.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

January 23, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon

Attention: O. Walgraeve

Gentlemen:

Last month you wrote advising us that our average rate for Piers One, Two and Three had expired and that it would be necessary for us to submit new values so that a new rate could be published. According to our records, the rate now in effect was published a year ago this month and it was our understanding that this would stand for eighteen months. Will you please check on this and advise us further regarding the matter.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

JANUARY 24, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland 4, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

We have received endorsements reinstating the watchman clause for all of the policies covering Piers Two and Three.

The transit shed on Pier One has also been returned to us by the Navy and endorsements for the policies covering it should be made up also.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

February 4, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

I have your letter of February 3rd and can readily understand why you have not cared to drive down here under weather conditions we have had for the past few weeks. We have had some tough going here and on a few occasions, I have had to leave my car at home and take a bus to work.

The transit sheds on pier one which I mentioned in my letter of February 24th as having been returned to us by the Navy is the main building on pier one--part of which was taken over by the Navy. Our policies covering pier one were endorsed with a clause voiding the watchmen's warranty on that part of the buildings occupied by the Navy. This endorsement should be cancelled as the Navy is now now occupying any buildings on pier one and our watchmen service covers the entire pier.

In connection with the rentals received by us at the present time, there is very little change. The Navy is still occupying pier two and has reserved all the berthage space adjacent to piers one and three which it has always had. No final adjustment has been made in the Navy's rent but when we accepted the buildings, we advised them that we were doing so with the understanding that their total rentals would not be reduced in an amount exceeding $5,000.00 annually. All other rentals will remain the same as they were.

The local officers for the Naval Station are of the opinion that they will maintain their station at the terminal here until July 1st of this year and of course will have to pay their rents until such time as they return all of our facilities to us.

Very truly yours,
PORT OF ASTORIA,

JRB:md

By_____

February 12, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

We have your letter of February 11th enclosing renewals of several insurance policies—among them one for $25,000.00 on Pier One. In addition to the original, one copy of this policy was mailed and there should have been three copies as these are required for Pillsbury Mills, Inc.

Will you please see that the two additional copies are mailed immediately so that we can forward them to Sexton & Co. for Pillsbury.

Very truly yours,
PORT OF ASTORIA,

By_____
Acting Manager

JRB:wd

February 28, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

The Port is considering chartering the Tug "Lovell" for a trip to Alaska. If the deal is made, it will be on a bare-boat charter basis and we will have to have our marine insurance policy endorsed covering the tug while it is on this trip. I would like to know what this would cost and would like also to have any suggestions you might care to make regarding additional insurance which should be carried by us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 1, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Recently, in connection with our Public Liability Coverage on the Port's terminals, we gave you an estimate of $15,000.00 a month for our payroll. Following is a break-down of the various classifications that make up this total:

Office	$1,250.00
Watchman	1,250.00
Warehousemen	1,000.00
Maintenance Men	2,500.00
Grain Handlers	3,000.00
Stevedoring	6,000.00
Total	$15,000.00

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd

March 19, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Enclosed is a letter to the Oregon Insurance Rating Bureau giving a break-down in the annual rentals received by the Port.

I have not been able to locate our supply of the plot plan of our terminal which you asked for but we will look these up and mail you four copies as soon as possible.

Am sorry that I was out when you were here yesterday.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

April 2, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V.Lively

RE: TUG "S. W. LOVELL"

Dear Mr. Lively:

We have your letter of March 31st regarding insurance on the "Lovell" to cover it while chartered to Columbia River Packers Association. We understand that that firm will perhaps have you write their P & I Insurance and ask that you cancel our P & I coverage as soon as theirs becomes effective. I do not know whether or not we will have to surrender our policy but if we do, please let us know and we shall mail it to you immediately.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 2, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

RE: Bond 42 S 6008
Port of Astoria

Gentlemen:

We have your letter of April 1st enclosing change notice to be attached to the above bond. The blue copies of these notices have been signed and are returned herewith.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

April 9, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

We are about to make a distribution of the local agents commission which you mailed to us renently. The $1200.00 which you sent us will be divided equally among the following agents:

Van Dusen Agency
A. Heuer
Walter Nelson
M. F. Eward
E. T. Edison
Floyd Rieth
B. R.Williams
Chas. Eskola
Astoria Abstract Co.
Martin Knutson & Son
Chas.F.Gibson
Ed. Peary
Miller & Peterson Agency
R. O. Ralston
Laighton & Cannon
Seaside Gearhart Land Co.
Brownell & Hurd
Sidney Tewksbury
Toivo Puustinen

For our own files and information, we would like to have a list of the policies and the local agents commissions which you showed us when you were in Astoria recently. This information will not be given to the local agents.

Very truly yours,
PORT OF ASTORIA,

JRB:wd

By _____ Manager

April 18, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

RE: RENTAL INSURANCE

Attention: Mr. K. V. Lively

Dear Mr. Lively:

We are enclosing a letter to the Oregon Insurance Rating Bureau, giving a breakdown of the Port's rental income from Piers One, Two and Three as suggested in your letter of April 16th. We trust that with this information an average rate for this insurance can be established.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd
enc.

April 19, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

RE: Western National XCA 4567
Comp. Gen. Liability

Attention: Mr. K. V. Lively

Dear Mr. Lively:

I just got around to checking the above policy and am wondering if some mistake could have been made in establishing the rate on this insurance.

The last policy we had prior to the war which was written in February 1941 and at which time the Port was occupying and operating a much greater area than we are at present had a three year premium, totaling $3,080.55 and three years ago this insurance was written for a three year period for $958.71 with two small additional annual premiums to cover our automobile liability.

The three year premium on the present policy totals $3,734.43 and the Navy is still occupying a very large part of our terminals.

I wish you would check this over again and if you can find no mistake in the rate, let us know why the premium has been increased by such a large amount.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 19, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

One of our commissioners has suggested that the P & I Insurance on the Natoma be cancelled. At present, we are only employing a watchman on the dredge and he does not believe that the insurance is necessary.

This matter will perhaps be up for discussion at the commission meeting next Tuesday evening and I would like to know how much the return premium would be if cancelled now and would also like to know very briefly what protection the Port is getting under this policy while it is tied up as at present. I would appreciate it very much if you would write me so that I would have this information by Tuesday evening.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JR:B wd

April 23, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

At the Commission meeting yesterday evening, the P&I Policy on the dredge was discussed and inasmuch as the return premium would be small if it were cancelled at this time, it was decided to carry this on to maturity. In the meantime, you might figure out some way to give the Port the protection they should have for a smaller premium next year.

The insurance on the Barge P of AC was discussed and some of the commissioners were of the opinion that the chance of a loss was so small at present that this insurance should be dropped---others have not yet fully made up their minds to drop it and I have been instructed to return the new policy with the request that this be cancelled and the barge protected under a cover note for thirty days by which time the commissioners will make a decision whether or not they wish to continue the insurance for another year. I am accordingly enclosing the policy with the request that the matter be handled in that way.

I have tried to get the information you requested on the Comprehensive General Liability Policy we carried in 1941. I have not been able to find the payroll figures which were used at that time but do find that the policy had the same liability limits as the present policy, that is $10,000 for injury to any one party and $20,000 to any one accident. If you have any suggestions as to where I might find the payroll figures used in '41, please advise and I shall be glad to look further.

Very truly yours,
PORT OF ASTORIA,

JRB:wd

By_____

May 10, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

RE: FF 109276
Hull Insurance "P of A-C"

Dear Mr. Lively:

The above policy expired April 22nd and we should have credit for lay-up time. This barge was laid up out of commission for the entire policy year.

Will you please advise the company and let us know what the return premium will amount to.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

June 11, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

This is to advise that after a discussion of the Port's insurance, the commissioners last night instructed me to advise you that if you could write the Port's Marine Insurance in an approved company at rates quoted by John Schibel & Co., a copy of which has been handed to you, the Port would continue the insurance now written by you for the Port. If you are unable to meet the rates mentioned, the Port's insurance business is to be given to John Schibel & Co.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JR:wd

June 11, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

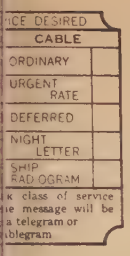
This will confirm our understanding arrived at in our conversation this morning that you would write the Port's marine insurance in an approved company at rates quoted the Port by John Schibel & Co., a copy of which was handed to you.

Will you please confirm your understanding of the conversation and advise our office within the next week what company the insurance is being placed with.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd



COPY OF WESTERN UNION TELEGRAM

PORTLAND, OREGON
JUNE 17, 1947

OF ASTORIA
RIA OREGON
NTION: W. F. McGREGOR, PRESIDENT

MAN'S FUND WILL PROVIDE COVERAGE STOP WE CONFIRM RATES AS PER UNDERSTANDING ON
S CHARGED AS PER YOUR TWO LETTERS TO US JUNE 11, 1947 ALSO PHONING YOU

BATES, LIVELY & PEARSON

1:30PM

URN WIRE ADVISE NAME OF APPROVED COMPANY YOU ARE WRITING PORT'S MARINE INSURANCE
. POLICY TO REACH US FOR JUNE 21 EXPIRATION AND CONFIRMATION OF OUR UNDERSTANDING
ES CHARGED AS PER OUR TWO LETTERS TO YOU DATED JUNE 11, 1947

PORT OF ASTORIA

W. F. McGREGOR, PRESIDENT

REMAN'S FUND WILL PROVIDE COVERAGE STOP WE CONFIRM RATES AS PER UNDERSTANDING ON
TES CHARGED AS PER YOUR TWO LETTERS TO US JUNE 11, 1947 ALSO PHONING YOU

BATES, LIVELY & PEARSON

1:30PM

account of $

DEFERRED
CABLE
NIGHT LETTER
TELEGRAM

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

...ng telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA, OREGON
JUNE 17, 1947

...IVELY & PEARSON
...LDING
...O, OREGON

...N WIRE ADVISE NAME OF APPROVED COMPANY YOU ARE WRITING PORT'S MARINE INSURANCE ...OLICY TO REACH US FOR JUNE 21 EXPIRATION AND CONFIRMATION OF OUR UNDERSTANDING ... CHARGED AS PER OUR TWO LETTERS TO YOU DATED JUNE 11, 1947

PORT OF ASTORIA

W. F. McGREGOR, PRESIDENT

...AN'S FUND WILL PROVIDE COVERAGE STOP WE CONFIRM RATES AS PER UNDERSTANDING ON ... CHARGED AS PER YOUR TWO LETTERS TO US JUNE 11, 1947 ALSO PHONING YOU

BATES, LIVELY & PEARSON

...30PM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such. In consideration whereof it is ag the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepe rate beyond the sum of five hundred dollars, nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at t message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, wheth the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message re the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message r agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach it

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a dome or an incoming cable or radio message covers its delivery within the following limits. In cities or towns of 5,000 or more inhabitants where the Company has an office which, as filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or tow more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the tel in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of a charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by tele the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after is filed with the Company for transmission, provided, however, that this condition shall not apply to claims for damages or over-charges within the purview of Section 415 of t cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classe to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS

A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES

The standard service, at full rates. Code messages, consisting of 5-lette at a lower rate.

DEFERREDS

Plain-language messages, subject to being deferred in favor of full-rate me

NIGHT LETTERS

Overnight plain-language messages.

URGENTS

Messages taking precedence over all other messages except government

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT— — — — —	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words — —	35¢
LOCAL CITY TELEGRAMS — — — — — — — —	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT

Christmas New Year
Valentines Day Mother's Day
Jewish New Year Thanksg

CONGRATULATIONS ON

Anniversaries Weddings
Birthdays Commenc
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams "P
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

June 19, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

to the account of $

SERVICE DESIRED
C | CABLE
ORDINARY
DEFERRED
NIGHT LETTER
NIGHT TELEGRAM
check class of service wise the message will be ted as a telegram or ary cablegram

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

ollowing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PORTLAND, OREGON
JUNE 17, 1947

RT OF ASTORIA
TORIA ORGON
TENTION: W. F. McGREGOR, PRESIDENT

REMAN'S FUND WILL PROVIDE COVERAGE STOP WE CONFIRM RATES AS PER UNDERSTANDING ON
TES CHARGED AS PER YOUR TWO LETTERS TO US JUNE 11, 1947 ALSO PHONING YOU

BATES, LIVELY & PEARSON

:1:30PM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such. In consideration whereof it is agr the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepe rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at t message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, wheth the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message re the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message r agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a dome or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as s filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company in cities or towi more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the tele in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified t does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of a charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by tele the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such off the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of th

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cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall b subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter at a lower rate

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate mess

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except government m

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Bon Voyage telegrams "Pep"
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

June 19, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

This is to advise that we have received the Marine Insurance Policies covering the "Natoma", "S. W. Lovell" and Barge "P of A-C" and the binder covering the P & I insurance on the Natoma. The policies and your letter have been referred to Mr. McGregor and he has indicated his approval of them, including your new proposal concerning the P & I insurance on the Natoma.

The matter of the Port's protection during the Fourth of July Air Show is being taken up with the Chamber of Commerce officials.

Enclosed is the completed application you requested on the Airport insurance.

Very truly yours,
PORT OF ASTORIA,

By_____
R. J. Bettendorf

RJBtwd
enc.

January 3, 1947

Mr. J. Bauer,
Goodyear Rubber & Asbestos Co.,
Portland, Oregon.

Dear Mr. Bauer:

Mrs. Bartlett and myself desire to thank you, particularly for the pears you so kindly sent to us during the Christmas Holidays which we have appreciated and feel that they were superior to many of similar packages received.

I trust that you will convey this message to your superiors as we thoroughly enjoyed your remembrance to us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

March 13, 1947

F. E. Bennett Co.,
426 N. W. 6th Ave.,
Portland 9, Oregon.

Gentlemen:

We have several 2-wheel and 4-wheel trucks equipped with Darnell wheels with rubber tread. Several of these need new treads and we are unable to find any numbers on the wheels which we can use in ordering new tires. We will want six of these tires and would like to know what information you should have to supply the tires we need. Will you please advise us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 19, 1947

F. E. Bennett Co.,
426 N. W. Sixth Avenue,
Portland 9, Oregon

Gentlemen:

We wrote you a few days ago about replacement tires for Darnell wheels. You have advised us that you have one tire for the TB-1A12-WD wheel in stock and we believe that this is the tire we want. We would suggest that you send this one tire to us and if it is the type we require, we will keep it and order five additional, otherwise it will be returned.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

April 1, 1947

F. E. Bennett Co.,
332 N. W. 8th Ave.,
Portland 9, Oregon.

Dear Sirs:

We are enclosing a Purchase Order for six rubber treads for TB-1A12 WD Darnell Wheels. One of these has already been sent to us and we would like to have the other five as soon as you can get them.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

January 3, 1947

Mr. Harvey N. Black,
Selling Building,
Portland, Oregon.

Dear Mr. Black:

My wife and I received the pears sent to us as a Christmas remembrance for which we heartily thank you and trust that your coming year will be more and propperous in 1947 than the past year. Please remember us both to your family and the children.

Very truly yours,

R. R. Bartlett

March 19, 1947

Board of Marine Underwriters
of San Francisco
710 Board of Trade Building
Portland, Oregon

Gentlemen:

We are unable to locate our copy of the report on your last survey of our Tug "S. W. Lovell" and would appreciate very much if you would mail us another copy.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 29, 1947

Mr. Fred Bowers,
Route 3 Box 805,
Astoria, Oregon.

Dear Mr. Bowers:

At the last meeting of the Port Commissioners, your request to have the Port move the meter at the Airport was discussed but the commissioners were of the opinion that as this move would be of no benefit to the Port, it was not a proper expenditure of Port funds.

They have no objection to having the line used to supply water from Warrenton to your district and it was suggested by one of the commissioners that the water line be leased to your district for one dollar ($1.00) per year with the understanding that the Port would not be obligated to maintain the line.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 23, 1947

Brownell & Hurd,
16 N. Holladay,
Seaside, Oregon.

Gentlemen:

About a year ago the commissioners of the Port adopted the policy of dividing the local agents commissions on all Port's insurance business equally amongst all agents of the district entitled to participate. Your agency has been added to the list of those entitled to participate and we are enclosing a check to cover your share of the commissions on the Port's insurance written in the year 1946.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

February 26, 1947

Burchard & Fisken, Inc.,
Board of Trade Building,
Portland, Oregon.

Attention: Mr. L. Corrigan

Gentlemen:

As requested in your letter of February 21st, we are enclosing a schedule of man-hour rates now charged by the Port of Astoria.

At present, the base wage scale for dock labor, line service, etc. is $1.57 per hour for longshoremen and $1.92 per hour for the foremen.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

June 25, 1947

George S. Bush & Co., Inc.,
611-612 Board of Trade Bldg.,
Portland 4, Oregon.

Gentlemen:

Enclosed are copies of the Non-Negotiable Cargo Receipts covering two cars of flour unloaded this day for the account of Burchard & Fisken for shipment on the S.S. "ZEELAND".

Copies of Cargo Receipts will be forwarded to you as the cars are unloaded.

Very truly yours,
PORT OF ASTORIA,

By_____
R. J. Bottendorf

RJBswd

January 27, 1947

H. E. Butt Grocery Company,
Corpus Christi, Texas.

Gentlemen:

Answering your inquiry as to Samuel F. Newton, I regret that I have no remembrance of him working here for the Port of Astoria nor for myself personally. It is possible that he did work for us among our many employes but I do not remember him.

Very truly yours,

R. R. Bartlett

RRB:wd

April 1, 1947

Honorable Joseph K. Carson,
Yeon Building,
Portland, Oregon

Dear Sir:

Mr. Lyle E. McCauley informs us that he has placed his application with you for a transfer in government service from the War Department, Headquarters Fort Stevens, Oregon to the U. S. Maritime Commission, Reserve Ship Repair and Maintenance Division.

He is just entering his forties, a family man and has lived in Oregon all his life. He has a host of friends in this city as well as elsewhere throughout the Pacific northwest through association as Contract Officers' Representative for Army War Ship Repair Contract Agency, 50 Broadway, New York, New York, for the Columbia River District during the war.

We have known Mr. McCauley for some time and have been associated with him in business transactions in which he represented the War Department as Purchasing & Contracting Officer for the Harbor Defenses of the Columbia, Headquarters Fort Stevens, Oregon. He has been a source of help and inspiration to our organization. We have found him to be an excellent administrative officer with ability to work out difficult problems.

We most sincerely recommend him to you for favorable consideration for the position he seeks.

Yours very truly,

W. F. McGregor, President
PORT OF ASTORIA

February 20, 1947

Chase National Bank of the
City of New York,
18 Pine Street,
New York City, N. Y.

Gentlemen:

You are holding $100,000.00 in 2% U. S. Treasury bonds, due 6/15/49-51, left with you by the U. S. National Bank of Portland, Oregon to secure deposits of the Treasurer, Port of Astoria, Astoria, Oregon, with that bank.

The U. S. National Bank wishes to withdraw these bonds and this is your authority to surrender the bonds to them when they have substituted a like amount of U. S. Treasury Bonds of another issue to secure deposits of the Port of Astoria.

Very truly yours,
PORT OF ASTORIA,

_____
Treasurer

JMD:wd

March 29, 1947

Mr. M. R. Chessman,
Senate Chamber,
Salem, Oregon

Dear Merle:

Many thanks for your letter about House Bill No. 551. We are much relieved to hear that we have at least a two year exemption from the provisions of the Bill and if necessary can make a plea for a further exemption at the next legislature. We appreciate very much the help you were able to give us and hope to see you soon.

With best regards,

J. R. Bowler

JRBrwd

January 29, 1947

Civil Aeronautics Administration,
P. O. Box 3224,
Seattle, 14, Washington.

Gentlemen:

At a regular meeting of the Board of Commissioners of the Port of Astoria, held on the evening of January 28, 1947, a great deal of time was spend in regard to applications received by the Port of Astoria from various interests in connection with establishing flying schools and service at the Astoria Airport.

Our Commissioners instructed me to write you for a digest of the rules and regulations for the standards necessary to qualify GI Schools and to request that you send your Mr. Leach to attend our next regular meeting which will be held in the office of the Port at 7:30 p.m., February 11th, in order that we may require such applicants to qualify in accordance with the requirements of the CAA on such applications. We would like to have the minimum standards set so that we may be able to segregate various applicants that may not meet the minimum requirements.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 23, 1947

Civil Aeronautics Administration,
P. O. Box 3224,
Seattle, 14, Washington.

Attention: Mr. Paul Morris.

Dear Mr. Morris:

Enclosed herewith is a copy of telegram received today from Senator Wayne Morse. It is not clear to me what they are driving at inasmuch as we have on various occasions written the War Assets Administration and wired Washington on this matter, now they claim they do not have any direct request from us. You are aware that we have agreed to the conditions required in the operation and maintenance of this station. Evidentally this telegram has been delayed and I would like to have your reaction as to same as I assumed that it had been taken care of.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

MRB:wd
enc.

January 29, 1947

Mr. Don Harper, Engineer,
Civil Aeronautics Administration,
Salem, Oregon.

Dear Mr. Harper:

In connection with the program for possible Federal Aid on a basis of 55-45%, our Board of Commissioners at last Nights meeting, January 28th, advised me to file an application for improvement of the access road leading into the Astoria Airport from the entrance to the parking area approaching the control tower.

We understand that these applications for 1948 allotments should be made on or before May 1, 1947, therefore we are filing this application at this time. We have previously talked with and made this known to your attorney, Mr. Irving Allen of Seaside, Oregon.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:rwd

January 31, 1947

W. F. McGregor, Astoria, Oregon
Edw. W. Thompson, Astoria, Oregon
J. W. Anderson, Astoria, Oregon
Joseph M. Dyer, Astoria, Oregon
George S. Gray, Seaside, Oregon

Gentlemen:

Enclosed is a copy of two paragraphs from the Port's Lease with Pillsbury Co. providing for changes in our elevator rates as our costs change. They have been notified that the Port wishes to meet with them and ask for an adjustment in the present rates.

A copy of a letter from the State Treasurer, relative to the selling price of Port bonds, is enclosed also for your information.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd
enc.

January 14, 1947

Edward W. Thompson,
Acting President of the Port of Astoria and
Commissioners of the Port.

Gentlemen:

My doctor advises me that I must be more inactive if I expect to maintain a reasonable degree of health. I am therefore asking that the Commissioners of the Port consider retaining me in an advisory capacity and on a part time basis.

I feel that my past, including thirty-three years of service with the Port of Astoria, is justification for your consideration of this request. My past experience and knowledge of the design and construction of the Port Piers and Elevator and other engineering work was all on a salary basis and was a great saving as compared to engineering commissions on such work.

I would expect to be on call for advice on any matters that I might be able to assist in. I would like to have this request effective February 1, 1947 or as soon thereafter as possible.

I wish at this time to thank the present commissioners and those in the past for their confidence in me and my past services with the Port of Astoria, which I have always endeavored to justify.

Sincerely yours,

January 7, 1947

Edward W. Thompson,
Wm. F. McGregor,
J. W. Anderson,
Joseph M. Dyer,
George S. Gray,

Gentlemen:

In accordance with the past schedule for regular meeting dates of the Board of Commissioners of the Port of Astoria, the next regular meeting of the Board of Commissioners will be held in the office of the Port at 7:00 p.m., Tuesday, January 14th and thereafter on the second Tuesday of each month unless changed by the Board of Commissioners.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RHB:rad

May 15, 1947

Mr. George S. Gray,
Seaside, Oregon.

Dear Mr. Gray:

Enclosed is a brief outline of the Navy's proposal for termination of their lease about which I talked to you on the phone today.

Mr. McGregor wishes to hold a special meeting at 2:00 p.m., next Wednesday, May 21st, and unless you hear from me to the contrary, please consider this a call for this special meeting.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

May 15, 1947

Mr. J. W. Anderson,
716-3rd Street,
Astoria, Oregon.

Dear Joe:

Representatives of the Navy have made a proposal for termination of their lease agreements with the Port. Enclosed is a brief outline of the proposal.

Mr. McGregor wishes to hold a special meeting to consider this matter next Wednesday, May 21st, at 2:00 p.m., and unless you hear from me to the contrary, please consider this a call for this special meeting.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

May 15, 1947

Mr. Edward Thompson,
c/o C. R. P. A.,
Astoria, Oregon.

Dear Ed:

Enclosed is a brief outline of the Navy's proposal for termination of their lease about which I talked to you on the phone today.

Mr. McGregor wishes to hold a special meeting at 2:00 p.m., next Wednesday, May 21st, and unless you hear from me to the contrary, please consider this a call for this special meeting.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

June 5, 1947

Mr. G. S. Gray,
Mr. J. W. Anderson,
Mr. Edw. W. Thompson.

Gentlemen:

At the next meeting of the commission, action should be taken on the amount of prior service credit which should be allowed Port employes. A letter of explanation has just been received from the Retirement Board, a copy of which is enclosed for your information.

The commission may also wish to make a decision on placing their insurance in the future and a copy of a letter received from Bates, Lively & Pearson regarding the Port's insurance is enclosed. You may wish to read this before the matter is brought up for discussion.

Very truly yours,
PORT OF ARTHUR,

By_____
Manager

JWB:md
enc.

January 3, 1947

Cotey-Wiesching Aerial Service,
P. O. Box 165,
Scappoose, Oregon.

Attn: C. W. "Bill" Wiesching

Dear Mr. Wiesching

Pursuant to the last two visits you made to our office in connection with the establishment of a flying school at the Clatsop Airport at Astoria, you mentioned that you wanted to contract for two rooms--one room 13½' x 19½" and one room 9 x 10'. These two rooms would total a square foot area which, according to the rates we have charged the other local flying units here at five cents (5¢) per square foot, would amount to $21.70 for the area asked for, however we would like to have this confirmed by our Board of Commissioners at their next regular meeting on January 14, 1947 and at that time we will advise you what their answer is in regard to an additional flying school at the Astoria Airport.

I trust that our decision on January 14, 1947 will not be too late to inconvenience you in the matter.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 15, 1947

Cody-Wiecking Aero Service,
P. O. Box 165,
Scappoose, Oregon.

Attention: Mr. Wiecking

Dear Mr. Wiecking:

In response to your letter of December 24th and my reply on January 3rd, together with your attendance at the Port meeting on the evening of the 14th, if there are any further statements you would like to make regarding your request and application for use of the Astoria Clatsop Airport, please write us so that we will receive your letter within the next ten days as our Commissioners want to make final arrangements on applications that we have received.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 29, 1947

Cody-Wiseking Aero Service,
P. O. Box 165,
Scappoose, Oregon.

Gentlemen:

At a regular meeting of the Board of Commissioners of the Port of Astoria held on the evening of January 28th, it was decided that no further applications will be accepted for the use of the Astoria Airport until minimum standards are set by the Civil Aeronautics Administration which we have written to today for such requirements.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

February 15, 1947

Cody-Wiecking Aero Service,
P. O. Box 165,
Scappoose, Oregon.

Gentlemen:

On January 29th Mr. Bartlett wrote you that the Commissioners of the Port had decided that no further applications would be accepted for use of the Clatsop Airport until minimum standards are set by the Civil Aeronautics Authority. Further consideration was given to your application to establish a flying school here by the Commissioners at their meeting on February 11th. The Commissioners have been attempting to set up minimum requirements for all flying schools operating here and it has been quite difficult as Mr. Bartlett has been in the process of retiring as active manager of the Port since January 1st and a successor had not been named until the last meeting at which time the writer was appointed. I have been instructed to advise you that your application to establish a flying school would be approved if you meet our minimum standards. These would require you to base at least eight airplanes on the field here and to take enough space at the regular rental set by the Port for an adequate office and a lounging room for the students. Provision would also have to be made to set up a shop or contract with someone here to do all maintenance work on your planes at the field.

If you care to come in on this basis, we would be pleased to work out the details with you at any time you care to come to Astoria.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 7, 1947

Cody-Wiecking Aero Service,
Scappoose, Oregon

Gentlemen:

The Port's attorney has either been in court or out of town all this week and has not had an opportunity to draw up the lease and agreement which we discussed with you on Monday. He will not be able to get this out until sometime next week but will do so just as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

) the account of $

SERVICE DESIRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
check class of service se the message will be id as a telegram or ry cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS PRESIDENT · NEWCOMB CARLTON CHAIRMAN OF THE BOARD · J. C. WILLEVER FIRST VICE-PRESIDENT

llowing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

WASHINGTON, D.C.

OF ASTORIA
RIA, OREGON

TO ADVISE WAA YESTERDAY DISPATCHED LETTER TO PORTLAND REGIONAL
CE AUTHORIZING RETENTION OF THE RADIO RANGE STATION AT ASTORIA UNTIL
CIAL DECLARATION OF ASTORIA AIRPORT HS SURPLUS XXM SO THAT CAN BE
OSITION OF AIRPORT AND RADIO RANGE STATION UNDER SURPLUS PROPERTY
LATION SIXTEEN CAN BE MADE TO THE CITY

GUY CORDON
USS

.:40PM

negotiations with the War Assets Administration.

We desire to thank you for your previous and present continued interest in our behalf.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

RRB:wd

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is a the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepe rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whet the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message r the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach i

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a dom or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company, in cities or tow more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the te in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by tel the corporate limits of any city or town in which an office of the Company is located.

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8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective class to all the foregoing terms.

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12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

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A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-lette at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate m

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except governmen

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT— — — — —	25¢
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TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — (Additional Words, 2½¢ each)	35¢

GREETINGS AT
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thanksg

CONGRATULATIONS ON
Anniversaries Weddings
Birthdays Commenc
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams "T
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

January 3, 1947

Senator Guy Cordon,
Senate House,
Washington, D. C.

Dear Senator:

I have received today your letter dated December 27, 1946 in regard to the radio range station at Clatsop Spit, Astoria, and note that same has been referred to the War Assets Administration. We have understood that prior to this date, Astoria will have a priority on this radio range station without cost to the government or their agents which we trust will facilitate and make easy our negotiations with the War Assets Administration.

We desire to thank you for your previous and present continued interest in our behalf.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

February 19, 1947

Mr. H. W. Davies, Manager,
Port of Port Angeles,
Port Angeles, Washington.

Dear Sir:

We are enclosing a schedule of rates for our small craft Mooring Basin which have been in effect since March 1944. The Port of Astoria has made no provision for free moorage for transient boats.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

June 12, 1947

Mr. T. deJong, County Engineer,
Clatsop County,
Astoria, Oregon.

Dear Mr. deJong:

In regard to your letter of June 10th, stating that Clatsop County would like to acquire our water barge, this is to advise that at the present time, indications are that we will require the use of all our equipment in the operation of our Dredge "Natoma" in the very near future. Consequently we are unable to make any transaction with Clatsop County for this barge.

Very truly yours,
PORT OF ASTORIA,

By_____

RJBrwd

April 24, 1947

Mr. T. E. Dichter,
701 S. Beach Drive,
Seaside, Oregon.

Dear Mr. Dichter:

At the regular meeting of the Port Commissioners held on April 22nd, you were appointed to serve on the Budget Committee for the Port for a term of three years.

A meeting of the Budget Committee has been set for 10 a.m., May 27th in the office of the Port in Astoria, Oregon.

We would be pleased to have you indicate on the copy of this letter which is enclosed, whether or not you wish to accept this appointment.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

June 11, 1947

Office of the District Engineer,
Portland District,
628 Pittock Block,
Portland 5, Oregon.

Gentlemen:

Will you please send us three copies of the specifications with plans attached and one copy of the instructions to bidders in connection with your invitation for Bid No. 35-026-47-524 for dredging at Coos Bay, Oregon.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JR:wd

January 3, 1947

Electric Steel Foundry Co.,
Portland, Oregon.

Attention: Mr. Hansen

Dear Mr. Hansen:

I received your ESCO Caliper which I appreciated and desire to thank you for your remembrance as a holiday greeting.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 15, 1947

Mr. W. W. Elliot,
Route 1 Box 858,
Astoria, Oregon

Dear Sir:

Since you were in yesterday, I have asked Mr. TenBrook about any dredge pipe he could let you have. He stated that he does not have any at this time that he could consider selling.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:md

February 13, 1947

Mr. E. S. Ellison,
c/o U.S. Weather Bureau,
320 Custom House,
Portland, Oregon.

Dear Sir:

The Port of Astoria is very much interested in the establishment of a local weather forecasting service for this vicinity. Such forecast would be of great value in planning our work. The Port operates a large marine terminal aswell as a Mooring Basin for fishing craft and a large airport and advance notice of probable storms or sudden changes in temperature would be of great assistance in operating these facilities. We therefor urge that favorable consideration be given to establishing this service.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRE:wd

January 13, 1947

Harold M. Erickson, M.D.,
State Health Officer,
Behnke, Walker Building,
Portland 5, Oregon.

Attention: Mr. Curtiss M. Everts, Jr.

Dear Sir:

Your letter of December 23rd, enclosing a copy of your report to the U. S. Public Health Service regarding our dock watering point facilities, has been referred to our maintenance foreman. He has suggested that the raised cover to the deck opening would create a serious hazard to the men handling cargo over the wharf. The wharf is used a great deal in handling cargo to ship's side and we doubt very much if the longshoremen would work in this area with the cover you have recommended. He has suggested that a steel plate be welded to the outlet plugs so as to form an umbrella over the outlet and in that way protect the opening from contamination.

We are of the opinion that in this way the facilities would be made as safe as is possible to do so. Will you please advise us if they would meet with your approval if fixed in this manner.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

March 4, 1947

Dr. Harold M. Erickson, Secretary,
Oregon State Board of Health,
Portland 5, Oregon.

Attention: Curtiss M. Everts, Jr.,

Gentlemen:

In January we had some correspondence with you about a change in the installation of our water outlets from which water is supplied to ships at our dock. You asked us to make a drawing of an installation we proposed and our maintenance forman has finally made this up on the back of your letter of January 16th. We are enclosing the drawing and if you consider the installation proposed satisfactory, please advise us and we shall have the work done as soon as possible.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

January 16, 1947

Charles W. Robinson, Secretary,
Eureka Harbor Commission,
Eureka, California.

Dear Sir:

Sometime ago the local Chamber of Commerce sent us a copy of your letter of December 12th inquiring as to the manner the local small craft Mooring Basin is operated. The Port of Astoria built the basin about ten years ago and has operated it ever since. Two men are employed full time in its operation—one man is the manager and assigns space to the boats as requested, makes all collections and has general charge of the operation; the other man is on duty at night, serving as part-time night watchman. Most of the repair and maintenance work is done by our regular maintenance crew from our terminal.

A card which gives information on leasing space and the rates charges is enclosed. These rates have never fully covered the cost of operating the basin and the deficit has been made up by the Port from revenues received for other services.

We trust that the above information will be of help to you and will always be glad to exchange information with you.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd
enc.

February 15, 1947

Mr. Lee Byerly,
State Board of Aeronautics,
Salem, Oregon.

Dear Sir:

The Port of Astoria is considering hiring a full time manager for the local airport and if possible we would like to get some information from other airports on what has been done in this regard. We understand that a Mr. Walter Hug was employed recently to fill such a position at the Salem Airport and would like to know what salary is being paid and briefly what his duties are.

If you can give us this information, it will be greatly appreciated and at any time, we will be glad to give you any information regarding our airport which may be of interest to you.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 15, 1947

Senator Ernest R. Patland,
Senate Chamber,
Salem, Oregon.

Dear Senator:

As requested in your letter of March 13th, we are enclosing a copy of a paragraph from Pillsbury's Lease with the Port of Astoria, covering the matter of taxes on their premises.

This is being mailed to you in connection with hearings on House Bill No. 351.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

March 4, 1947

Mr. Russel E. Ferguson,
Secretary & Manager,
Waterfront Employers of Portland,
Railway Exchange Building,
Portland 4, Oregon.

Dear Mr. Ferguson,

We would like to get a schedule of skill rates and penalty rates in effect for longshoremen at the present time. If you have an extra copy of these rates, we would appreciate very much if you would send it to us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 4, 1947

A. C. Fulton,
S[illegible]exarth Bldg.,
Astoria, Oregon.

Dear Dick:

The Cody-Wiecking Aero Service wish to rent office space in one of the buildings at the Airport and secure permission from the Port to establish a flying school. We will want a lease and agreement drawn up covering the following matters:

A lease for one year subject to the Navy's revokable permit to the Port for two rooms in the northwest corner of the tower building designated by the Navy as Building No. 9 on the Airport—the floor area of the rooms being about 800 square feet and the rental forty dollars ($40.00) per month.

The rooms would be used as headquarters for their school and the lease should provide that they would have to give up the space if the school was discontinued.

In order to conduct a school at the field, the agreement should provide that they would have to base at least as many planes on the field as the Port required of other schools but not to exceed a total of eight planes for which they would have to pay the Port its airport tariff rate of ten dollars ($10.00) per month per plane used in operating the school.

The agreement should provide further that when space is available they would either set up their own shop to service their planes on the field or would contract with some shop at our airport to do this work.

It should provide further that in the event they made arrangements with any of the oil companies to handle their products on the field that they would pay the Port two cents (2¢) per gallon for all gasoline handled by them.

I believe that the above covers everything which is necessary to protect the Port. If there is any further information you would like, please let me know and I will try to get it for you.

Very truly yours,
PORT OF ASTORIA. By [illegible] Mgr.

JR:ww

January 15, 1947

Martin Garson,
c/o George Amato,
Astoria, Oregon.

Dear Sir:

On November 8, 1945 you were in our office, together with Mr. Amato, and requested certain privileges at the Astoria Clatsop Airport. We have not heard from you since and if you are still interested, please write us fully just what accommodations you would expect in the way of hangars, office and shop space so that we will receive it not later than ten days from date to be considered by our Commissioners along with other applications received.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RHB:wd

January 29, 1947

Mr. Otto Hermann,
c/o Gilpin Construction Co. &
General Construction Co.,
4860 N.W. Front,
Portland, Oregon.

Dear Otto:

At last nights meeting of the Port of Astoria, two bids were submitted for the dredging of not less than 1,000 cu. yds. on the face of Pier One, Port of Astoria Terminals. Your price of 58¢ per yard, including all equipment and labor necessary to do this work, was accepted by the Commissioners of the Port, all in accordance with our telephone conversation on Tuesday, January 28th.

The only other bid we had on this work was from the Brookfield Co. at 55¢ per yard but they had no cat to empty the barges. We would have had to hire a cat from the City of Astoria at $10.00 per day. Figuring on three days work at $10.00 per day, the difference of 55¢ per cu. yd. and the $30 necessary would have made the bids exactly the same except that we would have been responsible for the cat while we had it hired from the city, therefore we would have been responsible for the return of the cat. The Commissioners awarded you the contract on such basis.

I have called your Mr. Irish today and he advised me that you would probably be down on Friday next, therefore if you will come in to our office, we will arrange a letter of acknowledgment which will constitute a contract between us for this work.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

May 16, 1947

Mr. Henry H. Goodrich,
c/o New England Fish Co.,
Astoria, Oregon.

Dear Mr. Goodrich:

Last year you were appointed on the Port Budget Committee to serve for a three year term—two years of which are unexpired. The Commissioners have called for a meeting of the Budget Committee on Tuesday, May 27th at 10:30 a.m., in the office of the Port and have instructed me to send you this notice.

Will you please indicate on the copy of this letter enclosed whether or not you will be able to attend.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

March 17, 1947

Mr. F. R. Halderman, Manager,
Pillsbury Mills, Inc.,
Astoria, Oregon.

Dear Mr. Halderman:

After the discussion our commissioners had with you regarding rates charged by the Port for work in its grain elevator, I have been instructed to advise you that the commissioners have agreed to do this work for the balance of this fiscal year at the following rates:

Unloading bulk wheat .....25¢ per ton
Extra Elevation.....12½¢ per ton

effective March 16th or if new rates can be made effective retro-active to January 1, 1947, the rate would be

Unloading bulk wheat.....25¢ per ton
Extra Elevation.....10¢ per ton

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

January 15, 1947

Howard R. Hedrick,
85 W. Astorja
Astoria, Oregon.

Dear Sir:

On February 21, 1946 you wrote us requesting an interest in certain accommodations at the Astoria Clatsop Airport.

We have received several requests for service at the Airport and if you are still interested, please write us within the next ten days just what you would want to contract for in the way of hangar, office and shop space in order that our commissioners may discuss and designate certain applications for approval.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRD:wd

April 22, 1947

Mr. B. G. Hindes, President,
Dredging Contractors Association of California,
503 Market Street,
San Francisco 5, California.

Dear Sir:

In reply to your letter of April 18th, we wish to advise that the Port of Astoria advertised the Dredge "Natoma" for sale and called for bids which were to be opened on April 8th. No bids were received however and the Port Commissioners, up until the present time, have not indicated what further steps they may take to sell the dredge.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

February 28, 1947

L. C. Hubbard,
178 Lower Lane,
Berlin, Connecticut.

Dear Sir:

In reply to your card of February 28th, we wish to advise that there is no time-table for the Port of Astoria belt line railroad. The rails on this line were taken up many years ago and there is no operation on it at present.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

June 17, 1947

Industrial Hospital Association,
Medical Arts Building,
Portland, Oregon.

Gentlemen:

Please send us sufficient First Aid supplies to equip three Industrial Hospital First Aid Chests.

Very truly yours,
PORT OF ASTORIA

By_____

wd:hs

January 7, 1947

Industrial Hospital Assn.,
Medical Arts Bldg.,
Portland, Oregon.

Gentlemen:

We need some supplies for our medicine cabinet and would like to have you send us the following:

Cold Special Tablets
Headache Tablets
Aspirin
Iodine
Band Aids

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

February 19, 1947

Mr. R. G. Jubitz, Jr.,
Traffic Manager,
Interocean Steamship Corp.,
Portland, Oregon.

MS "CHRISTIR SALEM", Voy. 15W

Gentlemen:

In reply to your letter of February 18th, we wish to advise that we have no reservations for the flour berth on Pier One for the dates March 3rd to 6th inclusive and have made a memo to hold a berth for the above ship at that time. As soon as you can, please advise us on which day you expect the ship to load at Astoria.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 20, 1947

Iowa Valve Company,
Oskaloosa, Iowa,

Gentlemen:

Recently we ordered one main valve for a 4-inch Iowa fire hydrant. Apparently the hydrant for which we ordered this valve is not of that size as the valve is too small and we are returning it under separate cover. Our maintenance foreman states that the valve he wishes to replace has an outside diameter of 6" and we would like to have you forward one of that size.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 26, 1947

Mr. Gerald Johansen,
Astoria, Oregon.

Dear Sir:

This is to advise that the Commissioners of the Port have agreed to grant you permission to establish a flying school at Clatsop Airport and will lease the necessary space for an office, ready room and shop.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRS:rwd

March 13, 1947

Journal of Commerce Daily,
711 S. W. 14th Avenue,
Portland, Oregon.

Gentlemen:

We are enclosing an add which we would like to have run in two issues of your paper---first publication to be made as soon as possible and the second, one week later. Will you please send us a copy of the first issue in which the notice appears.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JR:wd
enc.

June 25, 1947

Captain Lapaluoto,
Inland Navigation Co.,
The Dalles, Oregon.

Dear Sir:

We were not the low bidder.

Very truly yours,
PORT OF ASTORIA,

By_____
Dredge Sup't.

JCTB:wd

May 16, 1947

Mr. C. W. Laughlin,
298-4th St.,
Astoria, Oregon.

Dear Mr. Laughlin:

Last year you were appointed on the Port Budget Committee to serve for a two year term---one year of which is unexpired. The Commissioners have called for a meeting of the Budget Committee on Tuesday, May 27th, at 10:30 a.m., in the office of the Port and have instructed me to send you this notice.

Will you please indicate on the copy of this letter enclosed whether or not you will be able to attend.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 22, 1947

Mr. Rudy Lovvold,
1580 Harrison Avenue,
Astoria, Oregon.

Dear Mr. Lovvold:

We are enclosing an invoice for ten dollars ($10.00) covering berthage for the Boat "TROVOLD" in our Mooring Basin for the period from February 8, 1947 to April 8, 1947. Mr. Hansen, our Mooring Basin Attendant, has turned this account into the main office for collection, stating that you had refused to pay it.

The Port of Astoria operates the Mooring Basin as a public service to the fishing industry and the charges for moorage are very reasonable and do not cover fully the cost of operating the basin. We therefore must insist that all boats pay for their berthage and trust that you will take care of this account without further delay.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rwd
enc.

ccount of $

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA, OREGON
APRIL 10, 1947

D & CO.,
ILDING
, OREGON

RECEIVED FOR NATOMA

PORT OF ASTORIA

Just as soon as we are in the position to do so, we will be glad to cooperate with you in this respect.

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JR:md

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

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3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office wi filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in citie more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile o in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above sp does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collect charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty da is filed with the Company for transmission: provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section cations Act of 1934.

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Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

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A service to ships at sea, in all parts of the world. Plain language or code language may be used.

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(Additional Words, 2½¢ each)

GREETINGS AT
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Tha

CONGRATULATION
Anniversaries Wedc
Birthdays Com
Birth of a Child

MISCELLANEOU
Bon Voyage telegrams
Kiddiegrams (No 35¢ r

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

February 4, 1947

Mr. L. C.Fowler, Manager,
Merchants Exchange,
Portland 4, Oregon.

Dear Mr. Fowler:

In reply to your letter of January 23rd, we regret to advise that we are not yet able to help you in securing reports on waterbourne commerce from this territory. We are still operating with just a skeleton force and have been so busy that we have not felt like starting this extra work yet.

Just as soon as we are in the position to do so, we will be glad to cooperate with you in this respect.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JR:rwd

April 23, 1947

A. W. Miller, Agent,
Astoria Real Estate Co.,
606 Commercial Street,
Astoria, Oregon.

Dear Mr. Miller:

We have your letter of April 21st, regarding Liberty Underwriters Fire Policy No. U 412342, in the amount of $20,000.00 which will expire May 28, 1947. At this time, we do not know if we will wish this policy renewed but will let you know in ample time before the expiration date so that the renewal can be taken care of.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

May 16, 1947

Mr. John L. Mogenson,
749-6th Street,
Astoria, Oregon.

Dear Mr. Mogenson:

At the meeting of the Commissioners last Tuesday, bids for painting the face of the transit sheds on Piers One and Three were opened and your bid was low for the work. The Commissioners have authorized the work and if you will call at the office at your convenience, we will draw up an informal agreement.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

February 28, 1947

Mr. G. T. McClean,
City Hall,
Astoria, Oregon.

Dear Mr. McClean:

Enclosed is a copy of a resolution adopted by the Port Commissioners at their last meeting, approving the vacation of various streets and alleys in Astoria which was requested in your letter of February 18th.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md
enc.

January 3, 1947

D. J. McGarrity,
Port Director,
Office of Port Director,
818 Corbitt Bldg.,
Portland 4, Oregon.

Dear Mr. McGarrity:

This is in reply to your letter of December 31, 1946.

I have talked with our Mr. Al Hetzel, Executive Secretary of the Astoria Chamber of Commerce who is inclined at the moment to hesitate on the appointment of Joe Karson as appointment for a membership of the recent vacancy on the Maritime Commission.

I have also contacted Mr. Merle Chessman of the Astorian Budget, a member of the Oregon State Highway Commission and who is in touch with the pulse of the local community.

Mr. Hetzel naturally is working for the interest of Astoria but on the whole, I believe that this community will support Mr. Karson for the vacancy on the U. S. Maritime Commission notwithstanding some local objections, therefore, I think you can count on this community, particularly the Port of Astoria and the Astorian Budget for Mr. Karsons support. If you desire any further substantiation, please advise us.

With best of wishes for the coming year and particularly to yourself, I remain,

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

March 22, 1947

Honorable Walter Norblad,
Congress of the United States,
House of Representatives,
Washington, D. C.

Dear Walter:

We have your letter of the 19th relative to the Navy's disposal order for the Naval Air Station, Astoria, Oregon.

The disposal order is in accordance with the Port's agreement with the Navy Department and I know of no reason why it should not be approved by your committee. In fact, I believe it would be to our interest to speed up the disposal as much as possible as we will be in a better position to make long range plans for operating the field when we know exactly which buildings will be available for our use.

Thanking you for your letter, we are,

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 29, 1947

Honorable Walter Norblad,
Congress of the United States,
House of Representatives,
Washington, D. C.

Dear Walter:

Last month you mailed us a copy of Navy Department Disposal Order No. 244 which set forth the proposal of the Navy to declare the Naval Air Station, Astoria, as surplus. Since then, we have heard nothing further regarding the proposal and would appreciate it if you would find out and advise us what the present status of the field is. We are considering making some improvements to the access road to the airport but before starting this would like to know just what is to be turned over to us by the War Assets Administration.

Thanking you for any information you can give us and with best wishes, we are,

Very truly yours,
PORT OF ASTORIA,

By G _____
Manager

JRB swd

January 11, 1947

Edwin A. Stone, Executive Sec'y.,
Northwest Marine Terminal Ass'n.,
611 Arctic Building,
Seattle 4, Washington.

ount of $

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

elegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

MAY 15, 1947
WASHINGTON D.C.

BOWLER, MANAGER
OF ASTORIA
IA, OREGON

DEPARTMENT TODAY DECLARING NAVAL AIR STATION ASTORIA SURPLUS TO WAR ASSETS

ISTRATION

WALTER NORBLAD

AM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration wher the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at t rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transm message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any mess the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each m the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated- agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary t

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company, in cit more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the colle charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries mad the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent t the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty d is filed with the Company for transmission: provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Sectio cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery ther subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respect to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except gove

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words	35¢
LOCAL CITY TELEGRAMS	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — 35¢
(Additional Words, 2½¢ each)

GREETINGS A
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Th

CONGRATULATION
Anniversaries Wed
Birthdays Com
Birth of a Child

MISCELLANEOU
Bon Voyage telegrams
Kiddiegrams (No 35¢

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

January 11, 1947

Edwin A. Stone, Executive Sec'y.,
Northwest Marine Terminal Ass'n.,
611 Arctic Building,
Seattle 4, Washington.

Dear Sir:

As requested in your letter of the 8th, we are mailing under separate cover a copy of Port of Astoria Tariff No. 6 together with all changes and supplements which have been published since March 1942.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

May 19, 1947

Mr. Edwin A. Stone,
Executive Secretary,
Northwest Marine Terminal Ass'n.,
611 Arctic Building,
Seattle 4, Washington.

Dear Mr. Stone:

Enclosed is a report on wharfage revenues received by the Port of Astoria which was requested in your letter of May 13th.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:WD
enc.

ount of _____ $_____

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

egram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA, OREGON
APRIL 28, 1947

RIEN
HOTEL
OREGON

FICERS ADVISE LUMBER CAN BE STORED ON PIER TWO IN JUNE FOR JULY SHIPMENT

J. R. BOWLER

as on a trial basis to be paid for if it proves satisfactory and that if it is properly applied and does not prove satisfactory, no charge for the material would be made. If this is your understanding of the transaction, you may ship the two drums as soon as convenient.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd

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Anniversaries W
Birthdays C
Birth of a Chi

MISCELLANE
Bon Voyage telegrams
Kiddiegrams (No 3-

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

February 28, 1947

Oregon Industrial Factors,
2410 N. Randolph Avenue,
Portland 12, Oregon.

Attention: Elliott B. Higgins, Engineering

Dear Mr. Higgins:

We have decided to try out "stonhard resurfacer" on an area which can be covered with a 570-lb. drum of the resurfacer and a 90-lb. drum of the primer. Mr. Halderman of Pillsbury Mills advises me that this will be furnished us on a trial basis to be paid for if it proves satisfactory and that if it is properly applied and does not prove satisfactory, no charge for the material would be made. If this is your understanding of the transaction, you may ship the two drums as soon as convenient.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 9, 1947

Oregon Industrial Factors,
2410 N. Randolph Avenue,
Portland 12, Oregon.

Attention: Mr. Robert B. Higgins

Dear Mr. Higgins:

Last Friday our men laid the trial order of Stonhard Resurfacer which was shipped to us last month. They followed the instructions which came with the resurfacer but it has not set up the way it is supposed to. It has not yet hardened enought to use and when a small amount of trucking was done over it, it crumpled up and would not hold together.

If at all possible, we would like to have you come down and look at it and advise us if some mistake was made in preparing and laying the resurfacer.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

February 19, 1947

Oregon Insurance Rating Bureau,
Lumbermen's Building,
Portland, Oregon.

Gentlemen:

This is to advise you that the rental income at the present time from Piers One, Two and Three of the Port of Astoria is at the rate of $133,400.00 annually.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 10, 1947

Oregon Insurance Rating Bureau,
Lumbermen's Building,
Portland, Oregon.

Gentlemen:

Please provide John Schibel & Co. with all information pertaining to our properties at Astoria, Oregon.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 18, 1947

Oregon Insurance Rating Bureau,
Lumbermen's Building,
Portland, Oregon.

RE: Average Rate on Rental Insurance - Piers 1, 2, 3

Gentlemen:

At the present time, the Port of Astoria is receiving rental income at the rate of $133,400.00 annually. This is received from various locations as follows:

PIER ONE -	Pillsbury Grain Elevator, tanks and E. Weigh Shed	$32,000.00
	Weighing shed adjoining west of concrete elevator.	1,000.00
	Balance of Pier	24,000.00
PIER TWO -		26,400.00
PIER THREE -		50,000.00
	TOTAL	133,400.00

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd

March 19, 1947

Oregon Insurance Rating Bureau,
Lumbermen's Building,
Portland, Oregon.

Gentlemen:

This is to advise that the rental income which we wrote you about on February 19th is received from the various locations as follows:

Pier One	.....	$57,000.00 Annually
Pier Two	.....	26,400.00 Annually
Pier Three	.....	50,000.00 Annually

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

January 15, 1947

Roy F. Owen Company
Spalding Building,
Portland 4, Oregon.

Dear Sir:

Your letter of May 16, 1946 is still in our files and our commissioners are ready to receive definite applications for hangars, office and shop space, together with flying privileges on our Airport, therefore if you are still interested, please write us within the next ten days so that our Commissioners may consider your application among others received.

I may add however that there will be no contracts entered into for such usage without charge to the users.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 11, 1947

Frank H. Parks,
213 S. W. Washington Street,
Portland, Oregon.

Gentlemen:

We are enclosing a Purchase Order for nine key stations, Nos. 1 to 9 inclusive, for patrol clock No. 6184. We would like very much to get this at the earliest possible date.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd
enc.

January 27, 1947

Frank H. Parks,
213 S.W. Washington Street,
Portland 4, Oregon.

Gentlemen:

Recently you shipped us nine patrol watch clock stations. The washers and seals for these stations were not included with the shipment and we would appreciate it if you would send these to us at your earliest convenience.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

January 15, 1947

Mr. Fred H. Paulus,
Deputy & Treasurer,
Salem, Oregon.

Dear Mr. Paulus:

The Port of Astoria has a considerable sum in government bonds in cash in its sinking fund which is available to retire outstanding Port bonds if they can be purchased at a satisfactory figure. At the last meeting of the Commissioners, one of the new members stated that it was his opinion that Port bonds held by the State Treasurer could be secured for retirement on any interest date at their face value. I have been instructed to inquire if this is the case and if so what steps we should take to acquire the bonds we can retire.

Will you please advise us on this matter so that I can report to the commissioners at their next meeting which will be held on January 28th.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

January 20, 1947

Mr. Fred H. Paulus, Secretary,
State Bond Commission,
Salem, Oregon.

Dear Mr. Paulus:

We have your letter of January 17th advising that the State will be willing to sell Port of Astoria Bonds for retirement purposes only, at current market prices. This information will be given to the Port Commissioners at their next meeting.

The Commissioners did not indicate what maturity they would prefer to retire but in order to have some information as to the current market price, I would be pleased to have you give us the price for the 1952, 1955 and 1965 maturities.

Very truly yours,
PORT OF ASTORIA

By_____
Office Manager

JRB:vd

February 4, 1947

Mr. Frod H. Paulus,
Deputy State Treasurer,
Salem, Oregon.

Dear Mr. Paulus:

We have your letter of January 29th advising us of the price we would have to pay for various maturities of Port of Astoria bonds held by the State Treasurer.

I have not had an opportunity to present this information at a meeting of the Commissioners but I am of the opinion that they will not buy any of these bonds at this time for retirement. Practically all of the Ports Sinking Fund is invested in government bonds, some of it in Series G bonds which have been held for as long as five years and these of course will yield a much higher return than the Port's bonds.

Copies of your letter have been sent to all of the commissioners and no doubt the matter will be discussed in full at their next meeting to be held on February 11, 1947.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

January 29, 1947

Pillsbury Mills, Inc.,
Astoria, Oregon.

Attention: Mr. F. R. Halderman, Manager

Dear Mr. Halderman:

At the last nights meeting of the Port, the Commissioners advised me to contact you and your superiors to meet with our Board of Commissioners at their next regular meeting which will be held February 11, 1947 at 7:30 p.m. At this time, we will consider a revision of rates now existing between the Pillsbury Mills and the Port of Astoria in the unloading and care of grain at the Port Elevator.

I am sending you this information at once inasmuch as I felt that you may want to have present someone besides yourself to discuss this matter with the Port Commission. This letter is on instructions given me by our Board of Commissioners.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 29, 1947

Pillsbury Mills, Inc.,
811 Lewis Building,
Portland 4, Oregon.

Attention: Mr. Schenker

Gentlemen:

In reply to your letter of January 23rd, in regard to Burchard & Fiaken, Agents for the M/S "ZEELAND", our wharfinger, in conjunction with the supercargo on the loading of this vessel, state that the vessel was not aground but in our sincere cooperation with the Pillsbury people, we have let a contract to the General Construction Co. to dig the mud from the face of Pier One to a depth of 32' which we feel will be ample to take care of vessels of this draft in the future.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

April 12, 1947

Pillsbury Mills, Inc.,
Astoria, Oregon.

Attention: Mr. F. R. Halderman, Mgr.

Dear Mr. Halderman:

Your letter of March 29th relative to a change in our rates for work in the grain elevator was presented to the Port Commissioners at their meeting April 8th. They have agreed to the new rates mentioned in your letter, that is, 25¢ per ton for unloading bulk wheat and 12¢ per ton for extra elevation. These new rates to be effective as of March 16, 1947. They did not however agree to let these rates remain in effect until July 1, 1948, their idea being to do this work at the new rates for a sufficient length of time to see if the Port could do it without taking a loss.

We are in agreement with you that a more thorough house cleaning program for the elevator should be put into effect and are hopeful that we will be able to do this byt a closer supervision without adding too much to our cost. If it is necessary however to employ additional help to accomplish the desired result, it might increase our cost to a point where we would again have to negotiate with you for a further increase in our rates.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

June 3, 1947

Mr. Carl Schenker, Manager,
Pacific Northwest Division,
Pillsbury Mills, Inc.,
Lewis Building,
Portland, Oregon.

Dear Mr. Schenker:

Representatives of the Navy are negotiating with the Port for an agreement terminating the lease as of June 30, 1947. They have asked the Port to modify the lease, retroactive for the year 1946, eliminating Section Two of Pier One from the lease and allowing the Government a reduction of $3600 in rentals. They state that this is the amount which your company had agreed to pay for this space and apparently feel that it would be more in line with their policy to make this adjustment with the Port rather than collect it from you under your agreement with them.

Our commissioners have agreed to this condition providing we can be reimbursed by Pillsbury and I am writing to ask that you take up the matter with your principals and find out if this can be done.

The Navy appears anxious to reach a final agreement with the Port and we would appreciate it very much if you can give us an early answer on this matter.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

June 19, 1947

Pillsbury Mills, Inc.,
811 Lewis Building,
Portland, 4, Oregon.

Attention: Mr. Carl R. Schenker

Dear Mr. Schenker:

The provisions in your letter of June 12th, under which Pillsbury Mills would make payment of $3600.00 to the Port rather than to the U. S. Navy for the rental of Section Two, Pier One for the year 1946, have been forwarded to the proper Naval authorities for their consideration.

We assure you that we are giving serious consideration in the matters of the warehouse floor, elevator fumigation, wrecking of the old cleaning house, painting and rat extermination. Already, steps have been taken and others are in progress to make some of these improvements.

Very truly yours,
PORT OF ASTORIA,

By_____
R. J. Bettendorf

RJBswd

WESTERN UNION

ASTORIA, OREGON
JANUARY 9, 1947

THE PRESIDENT
THE WHITE HOUSE
WASHINGTON, D. C.

IN REGARD TO A VACANCY ON THE MARITIME COMMISSION THE PORT OF ASTORIA ASTORIA OREGON DESIRES TO SUPPORT WHOLE HEARTEDLY THE APPOINTMENT OF COLONEL JOSEPH K. CARSON JR OF PORTLAND OREGON AS BEING WELL QUALIFIED BY EXPERIENCE TRAINING AND BACKGROUND TO FILL SUCH POSITION STOP THIS COMMUNITY LIKE OTHER PACIFIC COAST LOCALITIES HAS A GREAT INTEREST IN MARITIME COMMERCE AND WE BELIEVE THAT THE APPOINTMENT SHOULD GO TO THIS AREA STOP WE RESPICTFULLY REQUEST FAVORABLE CONSIDERATION OF COLONEL CARSON FOR THIS APPOINTMENT

PRESIDENT
PORT OF ASTORIA
ASTORIA OREGON

The above telegram was sent to:

Mr. Merle Chessman, Astoria, Oregon
Mr. Edward Thompson, Astoria, Oregon

Port Development Committee
1884 N.W. Front Ave.,
Portland 9, Oregon
Attn: Mr. H. Lueddeman

March 14, 1947

Public Employes Retirement System,
210 Governor Bldg.,
408 S.W. 2nd Avenue,
Portland 4, Oregon.

Gentlemen:

We are enclosing evidence as to the date of birth for the following employes of the Port of Astoria:

Vernon A. Larson
George W. Vernon
Richard J. Bettendorf
Elmer Gould
Frank B. Geisler
Richard J. Olson
Harvey R. Hansen
Robert R. Bartlett
Andrew A. Lyster
Charles C. Kaup

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JR:wd
enc.

April 11, 1947

Public Employes Retirement System
210 Governor Building
408 S. W. 2nd Avenue
Portland 4, Oregon

Gentlemen:

The employe "Normal Contribution" was over paid by $1.00 and the employer contribution was accordingly over-paid 70¢. We find no provision on the forms for correcting the error. Inasmuch as all checks had been drawn before the error was discovered, we assume the correction will be made in the next quarter.

Form RS-A 17(L) is reported as though the deductions for "Normal Contributions" had been correctly computed and hence doesn't balance with the Remittance Advice, Form RS-A18, for the quarter.

Please advise us the correct procedure to follow when errors occur.

Very truly yours,

PORT OF ASTORIA,

By _____
Cashier

ch

May 14, 1947

Public Employes Retirement System,
210 Governor Building,
408 S.W. 2nd Avenue,
Portland 4, Oregon.

Gentlemen:

In making up our Budget for the next fiscal year, we wish to include an item to cover our liability to the system for prior service of our employes. If this has been figured out, will you please advise us what it is for the next year.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

June 4, 1947

Public Employes Retirement System,
210 Governor Bldg.,
408 S.W. 2nd Avenue,
Portland 4, Oregon.

Gentlemen:

Will you please correct your mailing list for the Port of Astoria as follows:

Port Commissioners

W. F. McGregor, President
Edw. W. Thompson, Vice-President
Joseph W. Anderson, Secretary
Joseph M. Dyer, Treasurer
C. S. Gray, Commissioner

Appointed Officer

J. R. Bowler, Manager

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRBrwd

April 23, 1947

Mr. Toivo Puustinen,
Route 2, Box 272,
Astoria, Oregon.

account of _____ $ _____

DEFERRED
CABLE
NAVY
NIGHT LETTER
PROGRAM

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

g telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA OREGON
FEBRUARY 6, 1947

ICK PUCKEY
COUNTY AIRPORT
LE WASHINGTON

VE JUST BEEN ADVISED THAT NOTICE MUST BE GIVEN IMMEDIATELY FOR ANY PROJECT
ICATIONS FOR AIRPORT IMPROVEMENT PROGRAMS FOR THE FISCAL YEAR 1948 WE ARE
FOR ADVISING YOU THAT WE WILL FILE AN APPLICATION FOR ACCESS ROAD IMPROVEMENT
G 1948 AS SOON AS NECESSARY.

PORT OF ASTORIA
R R BARTLETT MANAGER

D
M

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For t unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unr rate beyond the sum of five hundred dollars, nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its line

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, wh the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each messag the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-messa agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reac

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a de or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or t more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specifi does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender with the understanding that the sender authorizes the collection o charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days af is filed with the Company for transmission: provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof sh subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective cl to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-le at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except governm

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words	35¢
LOCAL CITY TELEGRAMS	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thank

CONGRATULATIONS C
Anniversaries Weddin
Birthdays Commer
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams
Kiddiegrams (No 35¢ rate

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

April 25, 1947

Mr. Toivo Puustinen,
Route 2, Box 272,
Astoria, Oregon.

Dear Sir:

About a year ago the commissioners of the Port adopted the policy of dividing the local agents commissions on all Port's insurance business equally amongst all agents of the district entitled to participate. Your agency has been added to the list of those entitled to participate and we are enclosing a check to cover your share of the commissions on the Port's insurance written in the year 1946.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

March 17, 1947

ERED

Mr. Will Rambeau,
Astoria, Oregon.

Dear Sir:

You are hereby notified that you are in default in the payment of rent amounting to five hundred ninety dollars ($590.00) due under that certain lease agreement made and entered into between the Port of Astoria and yourself on the 12th day of November 1946. Unless you forthwith pay this rent within ten days, said contract will be terminated on April 1, 1947.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

Form 3806 (Rev. Dec. 1944)

Receipt for Registered Article No. _____

Registered at the Post Office indicated in the Postmark

Fee paid _____ *cents* *Class postage* _____

Declared value _____ Surcharge paid, $_____

Return Receipt fee _____ Spl. Del'y fee _____

Delivery restricted to addressee:

in person _____, or order _____ *Fee paid* _____

Accepting employee will place his *initials* in space indicating restricted delivery.

(POSTMARK OF MAILING OFFICE)

POSTMASTER, per _____

The sender should write the name of the addressee on back hereof as an identification. Preserve and submit this receipt in case of inquiry or application for indemnity.

Registry Fees and Indemnity.—Domestic registry fees range from 20 cents for indemnity not exceeding $5, up to $1.35 for indemnity not exceeding $1,000. The fee on domestic registered matter without intrinsic value and for which indemnity is not paid is 20 cents. Consult postmaster as to the specific domestic registry fees and surcharges and as to the registry fees chargeable on registered parcel-post packages for foreign countries. Fees on domestic registered C. O. D. mail range from 40 cents to $1.40. Indemnity claims must be filed within one year (C. O. D. six months) from date of mailing.

U. S. GOVERNMENT PRINTING OFFICE 16—20305-1

March 5, 1947

Rensaler Valve Co.,
Troy, N. Y.

Gentlemen:

We would like to get some information regarding the repair and service of fire hydrants manufactured by you and marked as follows:

L-90A
Rensaler Valve Co.
Troy, N. Y.
1942
6
5-G25

Several of these fire hydrants were installed by the U. S. Navy at the Naval Air Station, Astoria, Oregon and this field has been returned to the Port and we are faced with the problem of maintaining these hydrants and will appreciate any literature you can send us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

May 9, 1947

AIR MAIL

Mr. F.W.G. Sergant, Sec'y.-Treas.,
Pac. Coast Ass'n. of Port Authorities,
Vancouver, B. C.

Dear Sir:

Your letter of May 7th to Mr. Bartlett, relative to a meeting of the Directors of the Association, has come to me for attention.

Mr. Bartlett retired from his position with the Port of Astoria last February. He has not been well and I am quite sure would be unable to attend a meeting this month.

Whatever the other directors decide will be entirely satisfactory to this Port.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRBrwd

February 28, 1947

Charles W. Sexton Co.,
Board of Trade Building,
Portland, Oregon.

Re: Pier No. 1 - Port Property
Buildings and Equipment
Insurance - Phoenix No. 56013

Gentlemen:

We have received a new policy as a renewal of the above insurance which expires March 6, 1947. Three copies of the new policy are enclosed for the records of Pillsbury Mills, Inc..

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

February 27, 1947

Mr. John Schibel,
Pittock Block,
Portland, Oregon.

Dear Sir:

Mr. George Gray of Seaside, one of the new Commissioners of the Port, suggested that he would like to have you make a survey of the insurance carried by the Port of Astoria and I have been instructed to ask you to make such a survey if it can be done without cost to the Port.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 25, 1947

Mr. John Schibel,
Pittock Block,
Portland, Oregon.

Gentlemen:

Recently when you were in our office, you asked for a copy of the report of the last survey of the dog "S. W. LOVELL", made by the Board of Marine Underwriters. I was unable to find our copy but have secured another which is enclosed herewith. You can return this to us when the other papers which you have are returned.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

June 11, 1947

John Schibel & Co.,
Pittock Block,
Portland, Oregon.

Attention: Mr. John Schibel

Dear Mr. Schibel:

This will confirm our telephone conversation of this morning in which I advised you that the commissioners, at their meeting last night, instructed me to advise Bates, Lively & Pearson that the Port would continue their insurance business with that firm if they would meet the rates quoted by you for marine coverage on the Port's dredge and equipment.

Since talking to you, Mr. Lively has advised me that he will meet your rates.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

January 15, 1947

Clifford T. Schiel,
Route 2 Box 292,
Clatskanie, Oregon.

Dear Sir:

This is in reply to your letter of August 2, 1946 in regard to hangar space, office and shop space at the Astoria Clatsop Airport. We have received a number of applications in this regard and some of them may have made other arrangements however if you ~~shall~~still particularly interested, please write us fully just what you would like at this time as we expect in the near future to consider finally the several requests we have received. We ask that you have such a letter in our hands within ten days of this date.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

May 17, 1947

Mr. E. R. Smith,
Seaside, Oregon.

Dear Mr. Smith:

Last March you were in our office and stated that you wished to make application for Airport Manager. At that time we did not know if Mr. Nelson would have to return to the Army and did not get any information from you regarding your qualifications. While Mr. Nelson has actually resigned, the commissioners have not indicated when they expected to fill the position but I would suggest that if you are still interested, you make a written application for the job, giving some of your qualifications and the information will be given to the commissioners so that you will be given consideration.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 24, 1947

Mr. E. T. Stafford,
907 N. Lincoln,
Seaside, Oregon

Dear Mr. Stafford:

At the regular meeting of the Port Commissioners held on April 22nd, you were appointed to serve on the Budget Committee for the Port for a term of three years.

A meeting of the Budget Committee has been set for 10 a.m., May 27th in the office of the Port in Astoria, Oregon.

We would be pleased to have you indicate on the copy of this letter which is enclosed, whether or not you wish to accept this appointment.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

May 12, 1947

State Printer,
Salem, Oregon.

Gentlemen:

Will you please send us a copy of House Bill No. 351 as finally enacted by the last Legislature.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

January 8, 1947

Steamship Inspection Service,
1005 Failing Building,
Portland 4, Oregon.

Gentlemen:

The certificate of inspection for our tank barge "P. of A. C.", Official No. 175,014, expires January 16, 1947. The barge is now tied up in Youngs Bay and we would like to have it inspected so that the certificate can be renewed. This can be done at your convenience.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

January 24, 1947

Sudden & Christenson, Inc.,
Henry Building,
Portland 4, Oregon.

Attention: Mr. A. H. Canton

Gentlemen:

We are enclosing a schedule of rates charged by the Port of Astoria where cost plus, standby or overtime work is involved. The base wage paid by us is the regular longshore rate which at present is $1.57 an hour for handling ordinary cargo, tying up ships, etc. The foreman or walkers base rate is $1.92 per hour.

Very truly yours,
PORT OF ASTORIA,

BY _____

February 20, 1947

Sudden & Christenson,
Henry Building,
Portland 4, Oregon.

Attention: Mr. A. H. Canton

RE: MS CASTLEVILLE, VOY. 1/47 W

Dear Sir:

As requested in your letter of February 19th, we are reserving a berth on the face of pier one for the above vessel on March 1 and 2.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

March 22, 1947

Sudden & Christenson,
200 Henry Building,
Portland 4, Oregon.

Attention: Mr. A. H. Canton

RE: M/S "GRANVILLE" VOYAGE 24/47 W

Gentlemen:

We have your letter of March 21st advising that the above mentioned vessel is scheduled to arrive at Astoria on March 31st and are reserving a berth at the face of Pier One for it on March 31st and April 1st.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JHG:wd

February 13, 1947

Mr. Allan G. Terry,
5932 N.E. Everett,
Portland, Oregon.

Dear Sir:

Mr. McGregor, President of the Port, has instructed me to advise you that your application for the position of the Port Manager was considered along with other applications at the regular meeting of the Commission on February 11th and the position was filled by the appointment of the writer.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 23, 1947

Mr. Sidney Tewksbury,
Seaside, Oregon.

Dear Sir:

About a year ago the commissioners of the Port adopted the policy of dividing the local agents commissions on all port's insurance business equally amongst all agents of the district entitled to participate. Your agency has been added to the list of those entitled to participate and we are enclosing a check to cover your share of the commissions on the Port's insurance written in the year 1946.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

January 16, 1947

Commander, Naval Air Bases,
Thirteenth Naval District,
Via: Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Sir:

We hereby request that the new hangar building described as Building No. 46 at Naval Air Station, Astoria, Oregon, be turned over to the Port of Astoria when it is vacated by the Navy, for use in the operation of Naval Air Station, Astoria, Oregon as a civilian airport.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:rwd

January 17, 1947

Commander, Naval Air Bases,
Thirteenth Naval District,
Seattle, Washington.

Sir:

There has been one Sea Graves Fire Truck with 3500 feet of hose left at the Astoria Clatsop Airport. Please consider this as an urgent application for the retention of this fire truck to be left at our Airport.

If this is renewed, we will have no substantial equipment left in case of fire. Kindly acknowledge as we are endeavoring to arrange for an operating crew at this time for the protection of the buildings at the airport.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRBrwd

January 29, 1947

Commander Naval Air Bases,
Thirteenth Naval District,
Seattle, Washington.

SUBJECT: Astoria Naval Air Base, Astoria, Oregon.

Sir:

The Port of Astoria hereby makes request for the turn over and retention of one "weasel" to be retained at the Astoria Airport in case of accidents in the bays and water adjacent to the Airport. We feel that such amphibious equipments is necessary in case of possible accidents. Please advise us in such matter.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

REBrwd

February 25, 1947

United Air Lines,
P. O. Box 3000,
South San Francisco, California.

Attention: Mr. Ted Johnson,
Assistant to the Regional Vice-President

Gentlemen:

As requested in your letter of February 21st, we are enclosing two of our letter heads on the back of which there is an up-to-date map of our Airport. If these will serve your purpose, there will be no charge for them. If you wish something larger and more detail, please advise us and we can have a new drawing made.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

February 27, 1947

Commander, Naval Air Bases,
Thirteenth Naval District,
Headquarters,
Naval Air Station,
Seattle 5, Washington.

Sir:

Mr. R. R. Bartlett retired as manager of the Port of Astoria, effective February 15, 1947 and the writer has been appointed to the position.

An application covering all of the facilities at the Naval Air Station, Astoria, which we expect to use in the operation of this Station, as a civilian airport is enclosed. This request is made in accordance with your letter of February 18, 1947.

In the buildings listed in our request, we have substituted Building No. 6 for Building No. 27-1. Both of these buildings contain central heating units but Building 27-1 was listed in our original request in error. We have also eliminated Building D which had previously been requested by the Port as this building has been turned over temporarily to General Contractor, Kuney Johnson Company and Lease and Leigland.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

February 27, 1947

Commander, Naval Air Bases,
Thirteenth Naval District,
Headquarters,
Naval Air Station,
Seattle 5, Washington.

Sir:

In connection with the operation of the Naval Air Station, Astoria, Oregon as a civilian airport, the Port of Astoria requests that the following facilities be turned over to the Port of Astoria:

(a) Airport proper, covering area leased to the U. S. Navy by the Port of Astoria.

(b) Buildings as follows:

1-Heating plant unit (complete)	Bldg. No. 6
2-Old Hangar	Bldg. No. 8
3-Control Tower	Bldg. No. 9
4-Gunnery Training	Bldg. No. 42
5-Old Air Group Offices	Bldg. No. 43
6-Casu Disbursing	Bldg. No. 44
7-Parachute Building	Bldg. No. 45
8-New Hangar	Bldg. No. 46

(c) Gasoline bulk storage facilities complete, with pumping installations.

1-Aviation gasoline bulk storage tank	Structure 16-1
2-Aviation gasoline bulk storage tank	Structure 16-2
3-Aviation gasoline bulk storage tank	Structure 16-3
4-Aviation gasoline bulk storage tank	Structure 16-4

If a single permit covering the above facilities can be issued, it will be much appreciated by us.

Very truly yours,
PORT OF ASTORIA,

JRB:wd

By _____ Manager

March 27, 1947

Commander, Naval Air Bases,
Thirteenth Naval District,
Naval Air Station,
Seattle 5, Washington.

Sir:

RE: NAB13/N33(72:TJD:hh)
Serial 520

We have your letter of March 21st advising that Seagrave Fire Truck #48107 which had been asked for by the Port of Astoria is ~~nn~~ surplus to the need of active Navy Installations and therefore would have to be sent to the Naval Air Station, Seattle.

We have considered making a request for the IHC Dean Crash Truck, USN #64331 which you state is available here but do not believe it advisable to do so. We already have a truck of this type turned over to us under a revocable permit and do not feel that we should obligate ourselves to the additional expense of maintaining another. We do however wish to thank you for calling this to our attention.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 23, 19 47

Commander, Naval Air Bases,
13th Naval District,
Hdqtrs, U. S. Naval Air Station,
Seattle 5, Washington.

Via: Officer-in-Charge, Naval Air Station,
Astoria, Oregon

Sir:

Reference is hereby made to Commander, Naval Air Bases, 13th Naval District letter serial 690 of 17 April 1947 concerning the temporary use of certain buildings at Clatsop Airport by the Port of Astoria, Astoria, Oregon.

As requested in the referenced letter, this is to acknowledge responsibility for and custody of buildings numbers 6, 8, 42, 43, 44 and 46 and gasoline bulk storage facilities described as structures 16-1, 16-2, 16-3 and 16-4 at the former U. S. Naval Air Station, Clatsop Airport, Astoria, Oregon, pending the issuance of a revokable permit to include these buildings and structures.

It is agreed that the occupancy of the above listed buildings and structures by the Port of Astoria, Astoria, Oregon, will be under the same terms and provisions as those stipulated in the existing revocable permit dated 5 December 1946, issued on buildings number 9 and 45 at the former NAS Astoria, Oregon.

These buildings and structures will be used on site for the operation of the Clatsop Airport as a civilian airport. They have been inspected and accepted this date, and it is acknowledged that no past maintenance is due on any of these buildings.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rwd

May 6, 1947

Assistant to the Industrial Manager, U.S.N.,
Building 250, U. S. Naval Station,
Seattle 99, Washington.

Dear Sir:

This letter will constitute a release to the government from the Port of Astoria for any claim for cost of removal of sand resulting from sandblasting operations on Navy ships by the Astoria Marine Construction Company under Job Order numbers 699-1, 700-1, 701-1, 702-1, and 703-1, granted to the Astoria Marine Construction Company, by your activity, under their contract NObs-10808.

Very truly yours,
PORT OF ASTORIA

By_____
Manager

JRB:wd

May 22, 1947

United States of America
Secretary of Navy, and
Chief of the Bureau of Yards and Docks
Washington, D. C.

Gentlemen:

Your attention is hereby directed to Government Lease NOy(R)-34006, of date February 20, 1945, entered into between the Port of Astoria, a municipal corporation, and the United States of America, by direction of the Chief of the Bureau of Yards and Docks acting under direction of the Secretary of the Navy, covering portions of Piers 1, 2, and 3 of Port of Astoria Terminals located upon the Columbia River in the State of Oregon, and certain articles of personal property more particularly described in Schedules "A" and "B" attached to said Lease. That said Lease by its terms expired on June 30, 1944, but from time to time was renewed for a term up to and including June 30, 1947.

Your attention is called to paragraph 8 of said lease. By this paragraph, the United States of America or the Government shall restore the premises to the same condition as that existing at the time of entering upon the same under the lease, reasonable and ordinary wear and tear and damages by the elements or by circumstances over which the Government has no control excepted; Provided, however, that if the Lessor requires such restoration, the Lessor shall give written notice to the Government thirty (30) days before the termination of the lease.

Therefore, you will please take notice that the Port of Astoria, Lessor, demands and requires that the Government restore said premises, both below and above the ground, to the same condition as that existing at the time of entering upon the same under said lease, reasonable and ordinary wear and tear and damages by the elements or by circumstances over which the Government had no control excepted, before the termination date of said lease, which is June 30, 1947; PROVIDED, however, that the Lessor waives and does not require the Government to remove the bulkheads, planking or decking or railroad tracks placed upon any of the Piers mentioned in said Lease.

Of all of these demands, you will please take notice and complete said restoration by the time in said lease provided, to-wit, June 30, 1947.

Very truly yours,

PORT OF ARTHUR

By_____
Its President

PORT OF ARTHUR

By_____
Its Secretary

May 22, 1947

Commandant 13th Naval District (Code 47)
Building 256, U. S. Naval Station,
Seattle 99, Washington.

Via-Commanding Officer
U. S. Naval Station
Tongue Point, Oregon

ATTENTION: Land Acquisition Division

RE: Leases NOy(R)-34006
NOy(R)-38285
NOy(R)-31661

Dear Sir:

The Commissioners of the Port of Astoria, at a special meeting held May 21, 1947, inspected the premises covered by the above leases and gave consideration to your proposals for termination of the leases as of June 30, 1947 and have instructed me to advise you as follows:

They are agreeable to the proposal to modify Lease NOy(R)-34006 by eliminating the transit shed on Pier Three also the office and Section One of Pier One from the leased premises as of January 1, 1947 with a reduction in rent at the rate of $5,000.00 annually from that date.

They also agreed to modify this lease further by eliminating Section Two of Pier One from the leased premises as of January 1, 1948 with a reduction in rent of $3,600.00 for the year 1946 provided arrangements can be made with Pillsbury Mills, Inc. to reimburse the Port of Astoria for this rental.

They do not wish to accept your proposal for a Termination Agreement whereby the Government would transfer to the Port all improvements placed by you on the premises in consideration for which the Port would cancel all rentals for the period January 1, 1947 to June 30, 1947 and release the Government from the obligation to restore the property to the condition in which it was received.

They would prefer to have the property restored to its previous condition insofar as it is practical and desirable and the Government retain such salvage as would be secured in removing the structures placed by them on the premises.

Very truly yours,

_____
Manager
Port of Astoria

JRB:wd

May 24, 1947

Commanding Officer,
U. S. Naval Station,
Tongue Point, Oregon.

Dear Sir:

Acting upon instructions from the attorney for the Port of Astoria, I am enclosing five (5) copies of a formal notice from the Port of Astoria in connection with termination of Government Lease NOy(R)-34006 for distribution as follows:

1 copy for Secretary of the Navy, Washington, D.C.
1 copy for Chief of Bureau of Yards and Docks, U. S. Navy, Washington, D.C.
1 copy for Commandant Thirteenth Naval District Seattle, Washington
1 copy for Land Acquisition Division, Thirteenth Naval District, Seattle, Wash.
1 copy for your files

Very truly yours,

_____
Manager
PORT OF ASTORIA

JRB:wd
enc.

June 3, 1947

Chief Petty Officer in Charge,
Naval Air Station,
Astoria, Oregon.

Dear Sir:

This is to advise that in addition to the equipment which was turned over to the Port under a revokable permit, the following furniture which is the property of the government is being used by the Port of Astoria at the Airport:

1 wood desk - executive type

1 wood table - Approx. 3' by 5'

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

June 4, 1947

Commandant, 13th Naval District,
U. S. Naval Station,
Seattle 99, Washington.

ATTENTION: District Public Works Officer

RE: LEASES NOy(R)-31661, 34006, 38285

Sir:

Referring to notice heretofore sent to you requesting restoration of the premises referred to in the above reference and without predjudice in any respect to said demand and request for restoration, we make you this alternate proposal:

1-You to pay all the rental reserved and owing the Port under the present leases above referred to.

2-We will pay you $5,000.00 for the improvements to the premises and for such personal property as shall be left on the premises by the Navy upon delivering possession to us.

3-We will agree to a cancellation of leases as of date June 30, 1947 providing of course that you vacate and turn the possession of said premises over to us in their present condition on that date and we will relieve you of your obligations under the above referred leases to restore the premises to their former status or state.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
cc: Commanding Officer
U.S. Naval Station, Tongue Point, Ore.

June 11, 1947

Capt. Ayrault, U.S.N.R.,
District Director of Naval Reserve,
860 - Terry North,
Seattle, Wash.

Dear Sir:

This is to advise that the Commissioners of the Port of Astoria have agreed to permit the Volunteer Composite Division 13-9 of the Naval Reserve, Astoria, Oregon to occupy the Recreation Building constructed by the Navy on Pier Two of Port of Astoria Terminal after July 1, 1947.

This permission has been given contingent upon the building being turned over to the Port of Astoria upon the expiration of the Navy's leases.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JEB:rwd

June 13, 1947

Commandant 13th Naval District,
Building 256, U. S. Naval Station,
Seattle 99, Washington

Attention: Land Acquisition Division

RE: LEASE NOy(R)-34006

Dear Sir:

In our letter to you of May 22, 1947, it was stated that the Commissioners of the Port of Astoria agreed to modify Lease NOy(R)-34006 by eliminating Section Two of Pier One from the leased premises as of January 1, 1946, with a reduction in rent of $3,600.00 for the year 1946 provided arrangements could be made with Pillsbury Mills, Inc. to reimburse the Port of Astoria for this rental.

This date we have received a communication from Pillsbury Mills, Inc. agreeing to reimburse us for this rental upon the return to them of the original and three signed copies of the sub-lease for Section Two, Pier One, forwarded to the U. S. Navy on January 7, 1946, their check for $300.00 for the first month's rental which was forwarded on the same date, original of their June 25, 1946 letter to the U. S. Navy requesting renewal of their sub-lease from July 1, 1946 to June 30, 1947 and original of their January 16, 1947 letter to the U. S. Navy, giving notice that they considered their sub-lease expired as of December 31, 1946.

The fulfillment of these provisions by the U. S. Navy to Pillsbury Mills, Inc. will make the above modification to lease NOy(R)-34006 effective.

Very truly yours,
PORT OF ASTORIA,

By_____
W. F. McGregor, President
Port Commission

WFMcG:rjb
cc:Commanding Officer
U.S. Naval Station, Tongue Point, Ore.

January 10, 1947

War Assets Administration,
P. O. Box 4062,
Portland 8, Oregon.

Re: Your File RPD/PNI
(602 general)

Attention: Mr. C. E. Zimmer

Dear Sir:

We have today been advised by the Civil Aeronautics Administration that the Clatsop Spit Radio Range Station, YA2 Radio Localizer, Identification Letter NKE and Conversion Kit was turned back to the War Assets Administration by the Civil Aeronautics Administration on January 8th.

Your letter of the 19th of December last advised us immediately on receipt advising you that this station had been turned back to the War Assets Administration who would advise us in detail the procedure for this community to secure the property.

We are anxious to make this previous informal application pending the final arrangements in order that we may advise the Federal Communications Commission, Portland, requesting the assignment of a frequency of 323 k.c. which has been recommended by the Civil Aeronautics Administration.

We trust therefore that we may hear from you in the very near future.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

February 6, 1947

War Assets Administration,
P. O. Box 4062,
Swan Island,
Portland, Oregon.

Gentlemen:

On January 29, 1947, the Port of Astoria send a request to Captain A. O. Rule, U.S. Navy, Commander, Naval Air Bases, Thirteenth Naval District, Seattle, requesting that a "weasel" be assigned to the Port of Astoria in case of airplane accidents adjacent to our airport; Captain Rule advises that all amphibious cargo carriers at the Naval Air Station which is on an inactive status, have been declared to the disposal agency of the War Assets Administration. Please advise us what will be necessary in addition to this request before securing the so-called "weasel".

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

February 28, 1947

War Assets Administration,
P. O. Box 4062,
Portland 8, Oregon.

RE: RPD/PHI

Attention: C. E. Zimmer

Dear Sir:

Some time ago you mailed three copies of a revokable permit to the Mayor of Astoria, authorizing the City of Astoria to use a radio range station located on Clatsop Spit.

This permit should of been made out to the Port of Astoria as the Port is the owner of the Clatsop Airport and is the municipal body which made the request for the range station. We have accordingly shapped the permit and have substituted the name of Port of Astoria for that of City of Astoria and have had it executed for the Port by its President and Secretary. The original and one copy of the permit are enclosed herewith for execution by the War Assets Administrator.

Trusting this meets with your approval, we are,

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

April 30, 1947

War Assets Administration,
Portland Regional Office,
P. O. Box 4062,
Portland 8, Oregon.

Gentlemen:

The Port of Astoria is interested in bidding on three Ford Ferguson Tractors which have been declared surplus by the Navy and are now located at U. S. Naval Air Station, Astoria, Oregon. These are listed as Item No. 1, Page 2, Declaration No. 5427460.

Will you please place our name on the mailing list for your circular when the tractors are offered for sale.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

May 28, 1947

War Assets Administration
War Assets Building,
Swan Island,
Portland 8, Oregon

Gentlemen:

Please place the Port of Astoria on your mailing list of circulars describing Surplus Property offerings.

Very truly yours,

_____
Manager
Port of Astoria

JRB:rb

June 16, 1947

War Department
Office of The Chief of Transportation,
Commercial Traffic Service
Washington 25, D. C.

ATTENTION: Freight Traffic Branch

Gentlemen:

Your present copy of Port of Astoria Tariff No. 6 is up-to-date.

All future revisions and supplements will be forwarded to you as published.

Very truly yours,
PORT OF ASTORIA,

By_____
R. J. Bettendorf

RJBrwd

January 3, 1947

Waterfront Employers of Portland,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

We are enclosing a check for $821.56 in payment of payrolls for the week ending December 29, 1946.

Car Loading	Dec. 23-24	$ 78.28
Car Loading	Dec. 27-28	50.16
Coastal Telegrapher	Dec.26-27-28	693.12
		$821.56

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd
enc.

January 9, 1947

Waterfront Employers of Portland,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

We are enclosing a check for $1,814.52 in payment of payrolls for the week ending January 5, 1947 as follows:

Car Loading	$ 22.80
SS Joseph G. Cannon	560.88
SS Joseph G. Cannon	504.34
SS H. R. Raymond	726.50
	1,814.52

Very truly yours,
PORT OF ASTORIA,

By _____
Office Manager

JRB:wd
enc.

January 14, 1947

Waterfront Employers of Portland,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

We are enclosing a check for $1,478.58

to cover payrolls for week ending January 12, 1947

as follows:

Carrick Bend	532.33
Middlesex Victory	211.25
Cape Henry	199.77
Granville	535.23
	1,478.58

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd
enc.

January 22, 1947

Waterfront Employers of Portland,
Portland, Oregon.

Gentlemen:

We are enclosing a check for $917.67 to cover our payroll for the week ending January 19, 1947.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB;wd
enc.

April 2, 1947

Waterfront Employers of Portland,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

We are enclosing a copy of the Payroll for nine men from St. Helens who worked for us on the 31st. We understand that the income tax and Old Age Benefit deductions are to be taken care of in your office and that you will bill us for these amounts.

We have never had experience before in handling this kind of payroll and ask that you send us a statement of the amount we should remit to your office.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

January 7, 1947

West Side National Bank,
Yakima, Washington.

Gentlemen:

We are enclosing a check for $210.06 in payment of Port of Astoria Coupons mailed with your Collection Letter No. 8645.

Payment of this collection would have been facilitated if the coupons had been mailed direct to the Port of Astoria rather than to the Treasurer of the City of Astoria. The Port of Astoria is a municipality separate from the city and has its own office and officers.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd
enc.

June 3, 1947

Whitfield, Stratford & Co.
Pacific Building,
Portland, Oregon

Gentlemen:

Attached is a list showing by bin numbers the quanitities of wheat held by the Pillsbury Mill as of May 31, 1947 in our elevator.

These quantities were not determined by actual weight.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rb

BIN NO.	QUANTITY	BIN NO.	QUANTITY
25	630,580 lbs.	61	725,730 lbs.
27	1,079,180	63	114,770
28	1,013,070	64	102,130
29	687,080	65	349,010
31	114,500	66	241,890
32	157,790	67	210,880
33	126,670	68	69,030
34	90,590	69	50,020
38	812,870	70	1,172,950
39	840,630	71	1,392,870
40	14,510	73	789,180
42	1,197,730	74	1,199,200
43	6,760	75	1,137,640
44	114,130	77	220,130
46	90,990	80	82,920
51	1,011,920	81	319,170
52	657,300	82	98,950
55	654,180	86	1,062,120
57	185,970	87	1,040,710
58	600,230	84	50,620
59	1,067,090		
60	877,130		

January 13, 1947

Wiegardt Brothers,
Ocean Park, Washington.

Gentlemen:

In reply to your letter of January 10th, we wish to advise that our transit sheds on Piers One and Three have been returned to us by the Navy and we believe that we will have ample space to store any canned oysters you wish to place with us.

Our wharfage or receiving charge is 50¢ per ton and storage is 50¢ per ton per month. Handling to ship's tackle and loading charges vary from time to time as the pay for longshoremen varies. We are enclosing under separate cover our Tariff with all changes to date and will be very glad to serve you when your oysters are ready for storage.

Very truly yours,
PORT OF ASTORIA,

By_____
Office Manager

JRB:wd

January 15, 1947

Willamette Flying Service,
Hillsboro Airport,
Hillsboro, Oregon.

Attention: Lennard Robertson

Dear Sir:

On August 13, 1946 you wrote an application for repair shop, flight instruction school and charter service at the Astoria Clatsop Airport. If you are still interested, please write us fully just what you would desire in order that we may receive same within the next ten days for consideration by our Board of Commissioners along with other applications received.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

January 15, 1947

Willamette Aircraft Co.,
Bernards Airport,
Beaverton, Oregon.

Attn: Mr. Paulson.

Dear Sir:

Some time ago you were much interested in obtaining certain accommodations for flying service at the Astoria Clatsop Airport. We have received several applications for such service here. If you are still interested, please write us in detail what you would like in the way of hangar space, office and shop space so that we will receive same within the next ten days as our Board of Commissioners expect to designate certain applications for contracts.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

RRB:wd

April 9, 1947

Willamette Iron & Steel Co.,
3050 N.W. Front,
Portland, Oregon.

Attention: Mr. J. E. Carson

Gentlemen:

At the meeting of the Port Commissioners yesterday evening, the matter of sand blasting ships for the Navy at our Pier Two was discussed. The Commissioners have authorized me to advise you that they will give a release to the successful bidder for this job upon payment to the Port of sixty-five cents (65¢) per yard for all sand used.

This is five cents (5¢) more than the amount I mentioned to you but some of the Commissioners felt that there would be paint and scale from the ships which would tend to increase the amount which would have to be dredged. This same figure is being given to other firms which expect to bid for this job.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

April 22, 1947

Woodbury & Co.,
133 S.W. 2nd Ave.,
Portland, Oregon.

Gentlemen:

We are figuring on making a change in the drive for one of the transfer belts in our grain elevator. We wish to install a V-Belt Drive and wish to make the change at the earliest possible date.

We are using a 30-h.p. motor with a speed of 1200 RPM. The drive shaft should turn at a rate of from 130 to 136 RPM. The room available for the head pulley will permit a maximum size of 60 inches. The size of the motor shaft is 2-3/16" with a 7/16" key way. The drive shaft should be 3-7/16" with a 7/8" key way. The minimum distance between the motor shaft and the drive shaft will be 72" and the maximum should not exceed 100". In order to make the installation we want we will have to have sheaves for the motor and for the drive shaft---a drive shaft 9'6" long and the necessary belts.

We would be pleased to have you quote us a price for Gates equipment for this installation and would like to know the date on which delivery could be made.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

89.100.2028